

NAVAL AFFAIRS

DRAWER 9A

CIVIL WAR

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The Civil War

Naval Affairs

Excerpts from newspapers and other sources

From the files of the
Lincoln Financial Foundation Collection

THE TWO ADMIRALS.

BASED ON MEMORANDA FURNISHED BY MR. RICHARD B. PORTER
OF WASHINGTON, D. C., SON OF ADMIRAL PORTER.

October 1898, Y. 11-6 Mc Clures

IN these stirring days of naval deeds and naval heroes, it may not be generally known that only two officers in the United States Navy ever wore the four silver stars of an admiral. Previous to the Civil War, the highest known rank was that of commodore. At the battle of Lake Erie Perry was not yet a captain; Paul Jones reached the rank of acting commodore; Tattnall, he of the historic "blood is thicker than water," fought side by side with the British in the Peiho as a captain, although he flew the blue flag of a rear-admiral. In 1862 the rank of rear-admiral was first bestowed. Two years later three men had grown too great for even this new honor: David Glascoe Farragut, David D. Porter, and Stephen C. Rowan were elevated to the rank of vice-admiral. At the close of the war, when a grateful people could not do enough for its heroes, Congress created the rank of admiral, and bestowed it upon Farragut and Porter. When they died the title died with them, and it has not since been revived.

Singularly enough, the two admirals were foster-brothers, and both learned the art of war under the grim tutelage of old Commodore David Porter, he who swept the English from the Pacific and destroyed so many sturdy whalers that "the lights of London were dimmed for many days."

Farragut's father, a brave, generous soldier of the Revolutionary War, lived in a fisherman's cabin on the banks of Lake Pontchartrain. Commodore Porter was stationed in New Orleans as a recruiting officer. One day in 1805, while the Commodore's aged father, Sailing-Master David Porter, of the Continental Navy, was fishing in a cove not far from Farragut's cabin, he suddenly pitched forward from his boat into the water, overcome with the heat. The elder Farragut rescued him, and watched by his bed until he died. The Commodore, hurrying to his father's side, saw a lusty-looking boy, five years old, running about the house. He was then unmarried, and being fond of children, he adopted the boy, and gave him the name David Glascoe. Three years later, however, he took a wife to him,

and in 1813 a son, David D., the future admiral and companion of Farragut, was born to him.

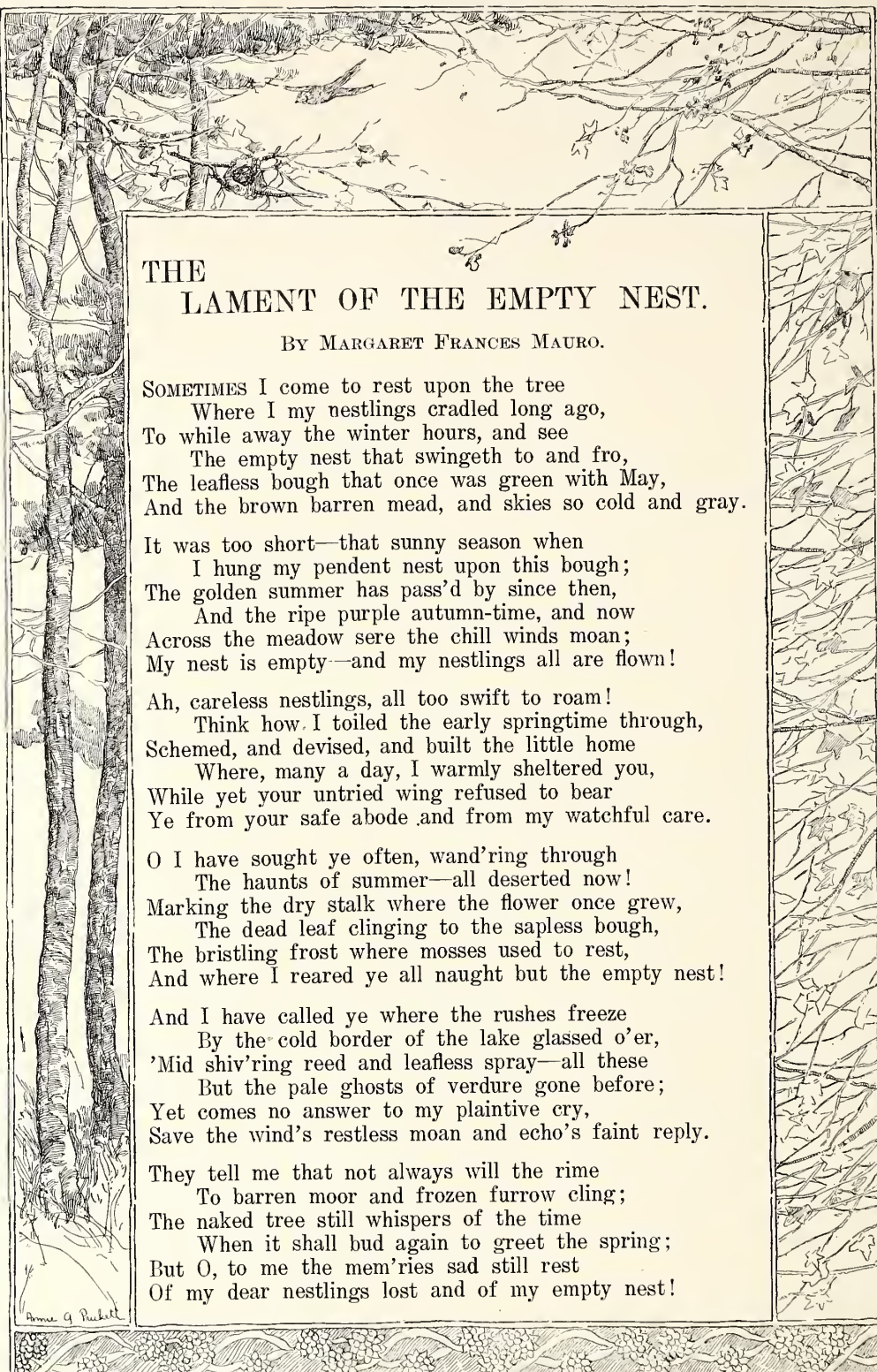
The boy Farragut was placed in school at Washington. He proved apt and dutiful, having a deeply religious vein in his character, and he might have made a distinguished student had not the old Commodore chosen him for other work. At the age of twelve he was appointed midshipman, and assigned to the "Essex" for a cruise in the Pacific. While he was yet learning the ropes, Commodore Porter placed him in command of a British prize. It was a vessel of 500 tons burden, with a valuable cargo and an unruly crew of thirty men; but the boy, then scarcely thirteen years old, brought her into port like an old ship-master. After a year's work in the Pacific, Porter put into Valparaiso, where he was blockaded by a superior force of British ships. In an attempt to escape he was disabled and compelled to retreat into the harbor. Here, on March 28, 1814, the British, disregarding the neutrality laws, attacked the "Essex." For the number of ships engaged, it was one of the bloodiest naval battles ever fought. During an action lasting two hours the enemy was compelled to withdraw twice for repairs, and it was not until the "Essex" was on fire and three-quarters of her crew were killed or wounded that Porter surrendered. Farragut had performed the duties of captain's aide, quarter-gunner, and powder-boy, never once flinching, although it was his first battle. In such grim ways did the old Commodore give his lessons.

Up to the age of nineteen Farragut was small and delicate, but on the "Essex" he was the life of the midshipmen's mess, full of fun and as agile as a cat. He liked nothing better than to climb to the top of the mainmast and sit curl-legged, gazing out to sea.

"Where's Glascoe?" the Commodore would ask, missing him.

"Up on the mainmast top, sir," the quartermaster would say, "looking for fresh air."

Fifty years later, Farragut, then an ad-



THE LAMENT OF THE EMPTY NEST.

BY MARGARET FRANCES MAURO.

SOMETIMES I come to rest upon the tree
Where I my nestlings cradled long ago,
To while away the winter hours, and see
The empty nest that swingeth to and fro,
The leafless bough that once was green with May,
And the brown barren mead, and skies so cold and gray.

It was too short—that sunny season when
I hung my pendent nest upon this bough;
The golden summer has pass'd by since then,
And the ripe purple autumn-time, and now
Across the meadow sere the chill winds moan;
My nest is empty—and my nestlings all are flown!

Ah, careless nestlings, all too swift to roam!
Think how I toiled the early springtime through,
Schemed, and devised, and built the little home
Where, many a day, I warmly sheltered you,
While yet your untried wing refused to bear
Ye from your safe abode and from my watchful care.

O I have sought ye often, wand'ring through
The haunts of summer—all deserted now!
Marking the dry stalk where the flower once grew,
The dead leaf clinging to the sapless bough,
The bristling frost where mosses used to rest,
And where I reared ye all naught but the empty nest!

And I have called ye where the rushes freeze
By the cold border of the lake glassed o'er,
'Mid shiv'ring reed and leafless spray—all these
But the pale ghosts of verdure gone before;
Yet comes no answer to my plaintive cry,
Save the wind's restless moan and echo's faint reply.

They tell me that not always will the rime
To barren moor and frozen furrow cling;
The naked tree still whispers of the time
When it shall bud again to greet the spring;
But O, to me the mem'ries sad still rest
Of my dear nestlings lost and of my empty nest!

Anne G. Puckett

miral, was able to hold his hands locked together and jump over them backward and forward without an effort. And he was as active in mind as he was in body. He grasped a situation instantly, and he acted with the vigor of a steel spring. At Mobile, when the leading ship, "Brooklyn," stopped for torpedoes, he ordered instantly: "Damn the torpedoes; go ahead."

In 1824, when Commodore Porter sailed away to punish the West Indian pirates, he took his son David with him. David was very much of a boy, and he loved pirate hunting. The Commodore taught him sea-craft, and when he had been bruised through the midshipmen's mess he was put in command of a captured pirate ship with a crew of twenty men. He was only eleven years old, but large for his age, and possessed of all the relentless determination of the old Commodore. The crew appeared to David to be amused that he should command them. So he flogged a man after breakfast for disobeying orders; after dinner he flogged another for mutinous talk; and the next morning, after he had fully subdued the crew, he was gravely ordered by the Commodore back to the flagship.

In 1826 Commodore Porter sailed for Vera Cruz in the Mexican brig "Guerrero," to take command of the Mexican navy, Mexico being then at war with Spain. The boy David became the navigator of the swift-sailing schooner "Esmeralda," with orders to prey on the enemy's commerce. The crew was made up of the off-scourings of many lands—bold, half-piratical fellows, ready at a moment's notice for bloodshed. The midshipman heard strange mutterings among the men, and he reported the fact to his captain. The captain coolly brought out two cutlasses and a number of pistols, and directed Porter to stand ready with them at the cabin door. Then he went on deck. Barrett, the carpenter, stood forward with an ax in his hand. He was surrounded by the swarthy-faced Mexicans of the crew. He talked excitedly, and pointed toward the quarter-deck.

"Barrett, come here, you mutinous rascal," roared the captain.

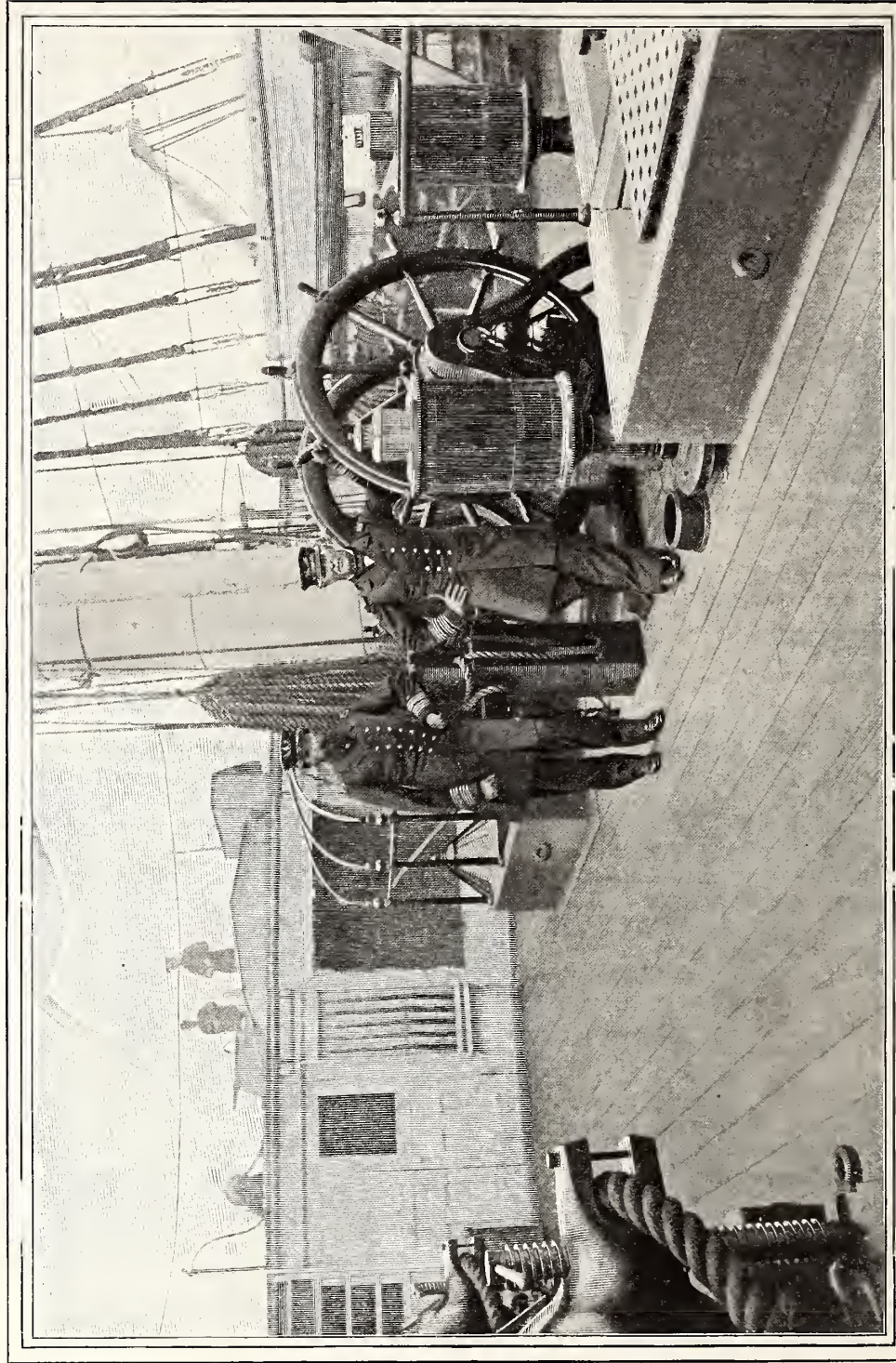
"I'm no more a rascal than you are," retorted Barrett. Then he shouted to the Mexicans: "Now's our time; follow me!"

They rushed upon the captain, Barrett in advance with an ax uplifted.

"Ready, sir?" sang out the boy Porter in the gangway. And he passed up the captain's pistols and stood close behind with up-

lifted cutlass. The captain fired both charges, and the midshipman cut the carpenter down the middle. The Mexicans wavered, and then ran back like a flock of sheep. They were ordered aft, and lined up with their toes to a crack. David and the captain, each with a loaded pistol in hand, searched the mutineers and placed them in irons. Then these two, with the quartermaster, sailed the "Esmeralda" into port.

Midshipman Porter was soon transferred to the "Guerrero," then cruising south of Cuba. From the tops, one bright May morning, he discovered a large sail on the horizon. Instantly the decks swarmed with men preparing for action. As the new sail loomed larger the ship was seen to be the Spanish fighter "Libertad," sixty-four guns. The "Guerrero" had only twenty-two guns, but the captain hesitated not a moment. Brave in battle the Spanish might be, but he knew they lacked discipline, were poor gunners, and in the heat of battle often lost their heads. The "Guerrero" came up saucily, and fired a terrific broadside. For over an hour the ships ran side by side, belching fire and shot. Masts were riddled, the sails were torn into rags, and the decks ran with blood. The "Guerrero" was fearfully over-matched, and yet she closed in nearer and nearer until the grimy gunners swore at one another across the water. Every shot told, for the guns of the "Guerrero" were manned by Americans, and gradually the Spanish frigate began to slack away and her guns spoke less often. And then, on the eve of victory, a calm fell suddenly. The "Libertad" edged off and took position just out of reach of the "Guerrero's" short guns, and then pounded her deliberately to pieces. The "Guerrero" became unmanageable; the hull was a wreck, most of the crew were killed, and she finally struck her colors. The "Libertad" swept alongside, and while the flag of surrender was still flying bored her defenceless antagonist through and through with solid shot. The captain was cut in two as Midshipman Porter stood by him, and scores of seamen were killed. It was not war, it was murder. Presently the victors boarded the Mexican brig, killed many more of the men in cold blood, and robbed all of the officers—and yet these were the men of the Royal Spanish Navy. Young Porter objected to this treatment so violently that he was cast into Morro Castle at Havana, where he was kept four months. After untold sufferings and indignities he was released, and to his dying hour it was his dearest wish to com-



FLEET CAPTAIN PERCIVAL DAYTON AND REAR-ADMIRAL D. G. FARRAGUT ON THE DECK OF THE FLAGSHIP "HARTFORD" AFTER THE VICTORY AT MOBILE BAY, AUGUST, 1864. ADMIRAL FARRAGUT IS ON THE RIGHT, LEANING ON THE WHEEL, HIS AGE AT THIS TIME WAS 64 YEARS.

The photograph is the property of R. B. Porter; it was copyrighted in 1864 by McPherson & Oliver.



ADMIRAL PORTER ON THE DECK OF THE FLAGSHIP "MALVERN" AFTER THE VICTORY AT FORT FISHER, JANUARY 15, 1865. ADMIRAL PORTER'S AGE AT THIS TIME WAS 51 YEARS.

From a photograph by A. Gardner, loaned by R. B. Porter.

mand the fleet which should wipe Morro Castle and Spanish rule from this quarter of the earth.

As Farragut was noted for his agility, Porter was known for his enormous strength. One day when the "Constellation" was sta-

tioned in the Mediterranean Porter heard two sailors speak disrespectfully to the officer of the deck. He stepped up, seized each of them by the middle of the back, held them aloft, and bumped them together into obedience. With the greatest ease he lifted

a 30-pound shot by claspings it on top with one hand. And yet neither Farragut nor Porter was a large man. Farragut was not over five feet, six inches in height, and Porter was only five feet, eight and one-half inches. Both, however, were rugged and muscular.

The two admirals were more than foster-brothers; they were friends. Each was endowed with the same dash, determination, and personal fearlessness. Farragut was lashed in the rigging at Mobile; at Fort Fisher, Porter stood on the paddle-box of the little paper-clad "Malvern" while the fleet ran under the guns. At New Orleans, Farragut, not being satisfied with the man-

ner in which a ship's boat was trying to clear the channel, flashed the order: "Make headway and do your duty." In the midst of a hurricane of shells at Fort Fisher the captain of one of the bombarding vessels shouted through his speaking-trumpet: "My shots don't reach the fort, sir."

"Why in hell don't you go in closer?" thundered Porter.

Republics are not always ungrateful. Besides elevating Farragut and Porter to the highest rank known to the navy, Congress gave Farragut two votes of thanks by name, one for New Orleans and the other for Mobile. Porter received three votes of thanks—for Arkansas Post, Vicksburg, and Fort Fisher.

COLLECTOR OF THE PORTE.

BY ROBERT W. CHAMBERS,

Author of "The Mystery of Choice," "The Red Republic," etc.

"I will grow round him in his place,
Grow, live, die looking on his face,
Die, dying clasp'd in his embrace."

TENNYSON.



In winter the Porte is closed, the population migrates, the Collector of the Porte sails southward. There is nothing left but black rocks sheathed in ice where icy seas clash and splinter and white squalls howl across the headland. When the wind slackens and the inlet freezes, spotted seals swim up and down the ragged edges of the ice, sleek restless heads raised, mild eyes fixed on the turbid shallows.

In January, blizzard-driven snowy owls whirl into the pines and sit all day in the demi-twilight, the white ptarmigan covers the softer snow with winding tracks, and the white hare, huddled in his whiter "form," plays hide and seek with his own shadow.

In February the Porte-of-Waves is still untenanted. A few marauders appear, now and then a steel-gray panther from the north frisking over the snow after the white hares, now and then a stub-tailed lynx, mean-faced, famished, snarling up at the white owls who look down and snap their beaks and hiss.

The first bud on the Indian-willow brings the first inhabitant back to the Porte-of-Waves, Francis Lee, Superintendent of the

mica quarry. The quarrymen follow in batches; the willow-tassels see them all there; the wind-flowers witness the defile of the first shift through the pines.

On the last day of May the company's flag was hoisted on the tool-house, the French-Canadians came down to repair the rusty narrow-gauge railroad, and Lee, pipe lighted, sea-jacket buttoned to the throat, tramped up and down the track with the lumber detail, chalking and condemning sleepers, blazing spruce and pine, sounding fish-plate and rail, and shouting at intervals until the wash-outs were shored up, windfalls hacked through, and landslide and boulder no longer blocked the progress of the company's sole locomotive.

The first of June brought sunshine and black flies, but not the Collector of the Porte. The Canadians went back to Sainte Isle across the line, the white-throated sparrow's long, dreary melody broke out in the clearing's edge, but the Collector of the Porte did not return.

That evening, Lee, smoking his pipe on the headland, looked out across the sunset-tinted ocean and saw the white gulls settling on the shoals and the fish-hawks soaring overhead with the broad red sun-glint on their wings. The smoke of a moss smudge

Jan 12 - 1926
LINCOLN GOES TO SEA.

In "The Everyday Life of Abraham Lincoln," Mr. F. F. Browne includes an anecdote told by Admiral Porter about the President's short visit to the front in the latter part of March, 1865. Mr. Lincoln had changed his quarters from the River Queen to the Malvern, Admiral Porter's flagship, which was then lying in James River, near City Point. Admiral Porter says:

"The Malvern was a small vessel with poor cabin accommodations. She was a captured blockade runner. I offered the President my bed, but he positively declined it, and chose to sleep in a small stateroom outside the cabin that my secretary occupied. It was only six feet long by four and a half feet wide—a very tiny place to hold the President of the United States; but Mr. Lincoln seemed well pleased with it.

"When he came to breakfast the next morning, I asked how he had slept. 'I slept well,' he answered, 'but you can't put a long sword in a short scabbard. I was too long for the berth.' Then I remembered that he was over six feet four inches, and that berth was only six feet! That day, while we were away from the ship, all the carpenters were put to work. They took down the stateroom partitions and enlarged the room to eight feet by six and a half feet. A mattress four feet wide was put in the new berth.

"Nothing was said to the President about the change in his quarters, but the next

morning he came out of the room, smiling, and said, 'A miracle happened last night; I shrank six inches in length and about a foot sideways. I got somebody else's big pillow, and slept in a better bed than I had on the River Queen.' He enjoyed it greatly; but I think that if I had given him two fence rails to sleep on he would not have found fault. That was Abraham Lincoln in all things that related to his own comfort. He would never let you put yourself out for him under any circumstances."

"The Todd Letter" and how it was located and photographed.

At 2 P. M. April 14, 1865, the U. S. Monitor "Montauk", lying at her wharf in the Washington Navy Yard received an official visit from Abraham Lincoln, President of the United States, accompanied by Mrs. Lincoln and several officers of high rank in the Naval service. The President was met at the gang plank of the vessel, and received on board with the appropriate ceremonies due him. After the official inspection had been completed, the president was introduced to the officers and crew on the "Montauk", and during a short speech of congratulation, he invited as many of the officers and crew, as could be spared, to be present at the evening performance of "Our American Cousin", to be given at old Ford's Theater, and then left the vessel for other duties.

In the evening, a great throng was in the theater, among which many of the officers and crew of the "Montauk" were scattered. Among them, in a seat directly opposite the Presidential Box, sat Dr. Geo. B. Todd, the surgeon of the vessel, who witnessed the entrance of the Presidential party, and the terrible tragedy, that took place during the evening. The Commander of the "Montauk" was also present, and witnessed the assassination. He, at once, took charge of the theater, and ordered Dr. Todd to give the news to the people of the Nation and to the world generally. Dr. Todd carried out his orders, and in the early morning returned to the ship. While all of the details of the assassination were fresh in his mind, he sat down at his desk, and wrote to his brother, Mr. Henry P. Todd, a resident of the town of Spencerport, N. Y. The letter was carefully preserved and is now in possession of Mr. Harry S. Todd, a member of the Rochester, N. Y. Bar.

Mr. John Hoffman, a clerk in the Office of the Auditor Disbursements, at the Baltimore and Ohio Railroad Building, Baltimore, Md., knew that a fellow clerk, Mr. E. L. Bangs, was a collector of Lincolniana, and mentioned the existence of this letter to him. Mr. Bangs, at once, suggested that it would be well to get the letter and have photo. negatives made of it, so that if anything happened to the original, the copies would still be in existence and the subject matter of the letter be available. Mr. Hoffman's wife, who before her marriage was Miss Florence Todd, a daughter of Dr. Geo. B. Todd, the author of the letter, was told to secure the loan of the letter from her cousin, Mr. Harry Todd, of Rochester, with a portrait of Dr. Todd and a view of the gun-room of the "Montauk", and in due time, the negatives were made and the letter and pictures returned to their custodian. The thanks of all concerned in studying the life of Lincoln and those who collect Lincolniana are gratefully extended to Mr. and Mrs. Hoffman for their work in securing the loan of the letter, as it is undoubtedly a valuable addition to the facts concerning the assassination of Abraham Lincoln.

Since the copies were made, it has been found that the gun room of the "Montauk" as shown in the print, is the room where the body of John Wilkes Booth was taken after his capture and death, and the autopsy on his body performed, with Dr. Todd as one of the surgeons who performed the autopsy.

I Certify that the facts as related concerning the locating and copying of the letter and pictures are correct in every detail, and I have the negatives as described in my possession at this time.

Balls Md

2-15-1930.

Signed

E. L. Bangs

LINCOLN LORE

Bulletin of the Lincoln National Life Foundation - - - - Dr. Louis A. Warren, Editor
Published each week by The Lincoln National Life Insurance Company, Fort Wayne, Indiana

Number 805

FORT WAYNE, INDIANA

September 11, 1944

LINCOLN WITH THE NAVY AT NORFOLK

The emphasis placed by most historians on Lincoln's visit to Grant and his Army in which he was merely an observer, and the subsequent visit to Richmond, has obscured, to a great extent, his visit to Commodore Goldsborough of the Navy, and the subsequent capture of Norfolk, on which mission the President was something more than an observer. In fact, we might call Lincoln's movements during the week, beginning March 6, 1862, his only active participation in personally directing the armed forces of the Nation.

Secretary Chase who was a member of the President's party while on the expedition wrote to his daughter, Janet, incidents which were happening from day to day, and from copies of these letters the following excerpts in this monograph are made:

Monday, May 5

"... Left Washington on Monday evening just before dusk. Our party consisted of the President, Mr. Stanton, General Viele—who had just returned from Port Royal, where he commanded a brigade—and myself of course. Our staunch little Miami bore us rapidly and pleasantly down the river.

Tuesday, May 6

"We passed Aquia about daybreak, and at noon found ourselves tossing upon the waters of the Chesapeake. It would have amused you to see us at our luncheon. The President gave it up almost as soon as he began, and, declaring himself too uncomfortable to eat, stretched himself at length upon the locker.

"We kept steadily on, and between eight and nine o'clock reached our destination. . . . After a short conference it was determined that the President, Mr. Stanton, General Wool and myself, with General Viele, should visit Commodore Goldsborough (on the Minnesota) and talk with him about the condition of things and of the things to be done.

"... Round on the port side we went, and there were the narrow steps up the lofty side, and the guiding-ropes on either hand, hardly visible in the darkness. It seemed to me very high to the deck, and the ascent a little fearful. Etiquette required the President to go first and he went.

Wednesday, May 7

"Mr. Stanton proposed we should visit the Vanderbilt. . . . From the Vanderbilt we sailed round the Monitor

and the Stevens, and then back to the dock. . . . General Wool proposed that we should ride out to camp and see what was to be seen. The President and I went on horseback, while Mr. Stanton and his Assistant-Secretary, Mr. Tucker, went in a carriage, and we started; General Wool and his staff forming a most brilliant feature of our cortege.

"When we arrived at the camp, we found the troops as well prepared as the suddenness of the order admitted. Already one regiment was drawn up in line, and the colonel and his troops were made glad by the President, who rode along their line alone, uncovered, and inspiring a great enthusiasm. It is delightful, by-the-way, to observe everywhere the warm affection felt and expressed for the President. After the review, we returned to headquarters, where a consultation took place, which resulted in an order from the President to Flag-officer Goldsborough to send the Galena and two gunboats up the James River toward Richmond.

Thursday, May 8

"We came ashore early, having been brought down by a tug. Commodore Goldsborough came at the same time on a summons from the President, and it was then determined that an attack should be made on the batteries on Sewall's Point. After the order had been given, the President, Mr. Stanton and myself, went over to the Rip-Raps in a tug to observe its execution. It was not a great while before the ships were in motion. The Seminole took the lead, followed by the San Jacinto and the Dakota, and finally the Susquehanna, whose captain, Lardner, was the commanding officer of the vessels engaged. With these ships were the Monitor, and the little gunboat Stevens.

Friday, May 9

"When I got back to the Fortress, I found the President had been listening to a pilot and studying a chart, and had become impressed with a conviction that there was a nearer landing, and wished to go and see it at once. So we started again, and soon reached the shore; taking with us a large boat and some twenty armed soldiers from the Rip-Raps. The President and Mr. Stanton were on the tug and I on the Miami. The tug was of course nearest the shore, and as soon as she found the water too shallow for her to go farther safely, the Rip-Raps boat was manned. Meantime I had the Miami prepared for action, her long-range gun trained on shore, with her other pieces ready for support, and directed the captain

to land with both boats and all the men they could take fully armed. Before this could be done, however, several horsemen who seemed to be soldiers of the enemy, appeared on the beach. I sent to the President to ask if we should fire on them, and he replied negatively.

Saturday, May 10

"We breakfasted at six o'clock, and got away as promptly as possible. When we reached the place selected for the landing, we found that a considerable body of troops had already gone forward. I then took the tug and went along the shore to the point where the President's boat had attempted to land the evening before, and found it only about three-quarters of a mile distant.

Sunday, May 11

"The President had determined to return to Washington at seven o'clock. I arose at six, and just before seven went into the parlor, where I found Flag-officer Goldsborough, who astonished and gratified us all by telling us that the rebels had set fire to the Merrimac, and had blown her up. It was then determined that, before leaving, we would go up in the steamer Baltimore—which was to convey us to Washington—to the point where the suicide had been performed, and above the obstructions in the channel if possible, so as to be sure of the access to Norfolk by water, which had been intercepted by the exploded ship. This was done, but it took us longer than we supposed it would. We went up to the wharves of Norfolk, where, in the Elizabeth River, were already lying the Monitor, the Stevens, the Susquehanna, and one or two other vessels. General Wool and Commodore Goldsborough had come up with us on the Baltimore, and as soon as they were transferred to the Susquehanna, our prow was turned down-stream, and touching for a moment at the Fortress, we kept on our way toward Washington.

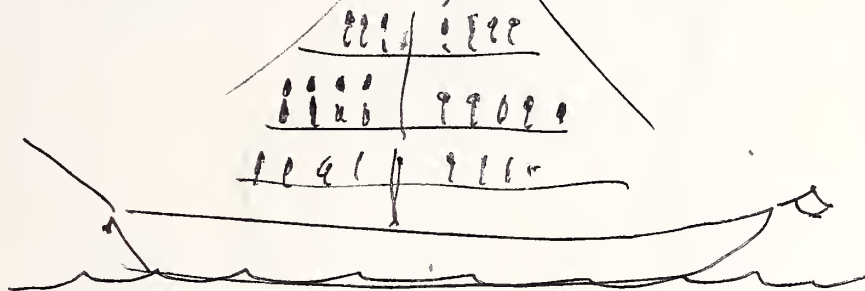
"So ended a brilliant week's campaign by the President; for I think it quite certain that if he had not gone down, Norfolk would still have been in possession of the enemy, and the Merrimac as grim and defiant, and as much a terror as ever. The whole coast is now virtually ours, for there is no port which the Monitor and the Stevens cannot take."

Aug 11, 68

Dear Bert.

Thank you for your letter of July 28. I regret that I can give you little help on your interesting Project.

There is a negative in the Library of Congress Collection filed in Series LC-B3815-_____? showing a Broadsider ship at anchor at the Washington Navy Yard.



The sails ~~in~~ are in the rigging probably for some review of the Navy Yard possibly Lincoln. I think the date is Feb - 1864?

Miss Dailen or Milton Koplan can probably locate it for you. If not I will look it up next time I am in the LC.

I am leaving for Europe in September and will do some research on my book in London & Paris.

Best regards

JM



*Lincoln and the
Memorandum*

THE CIVIL WAR ROUND-TABLE

P. O. BOX 5028, CLEVELAND, OHIO 44101

SEPTEMBER 1973

Vol. 17 No. 1

137th Meeting

DATE: TUESDAY, SEPTEMBER 11, 1973

SPEAKER: MR. WAYNE L. SANFORD

SUBJECT:

SUBJECT: "291-DAYS AT PETERSBURG"

PLACE: G.A.R. HALL, PENINSULA, OHIO

YOU MUST CALL GUY DI CARLO (687-2803)
FOR RESERVATIONS AS THIS IS A JOINT
MEETING WITH THE WESTERN RESERVE CWRT

WAYNE L. SANFORD

Wayne L. Sanford is a native "Hoosier", born in the state of Indiana in 1941. He was graduated from Indiana University prior to entering the U.S. Army in 1963. Sixteen months of this duty was spent with the 392nd Army Band at Fort Lee (Petersburg), Va., during which time he employed much work and energy in studying, mapping and walking the fields and marsh lands that made up the foundation for the siege of Petersburg. Mr. Sanford is currently associated with the Prudential Insurance Company of America in the capacity of Special Agent.

His association with round tables activities in his area has spanned a period of five years. He has served as program chairman, vice-president and president for the Indianapolis CWRT. In addition to these functions he has acted as contributing editor for the organization's newsletter "Hardtack" having written numerous feature articles some of which have been re-published in recent months. His current activities include writing a book and working in the all important area of battlefield preservation.

Mr. Sanford has involved himself with public speaking for a period of ten years. Principle among his talks is the "291 Days at Petersburg," a tape/slide presentation which combines sight, sound and authenticity to the longest siege of the American Civil War. In addition to this are several talk presentations, one being a personal look into the lives of two engineers during the final campaign of the great rebellion.

Our speaker is now involved with producing several tapes which are to be included in a home listening library. These are to be available in the months to come.

Wayne Sanford is married and his wife Kathleen and daughter Julie live in the colonial village of Zionsville which is located northwest of Indianapolis.

CLEVELAND CWRT BULLETIN BOARD

1973-1974 PROGRAMS

Sept. 11 - Wayne L. Sanford - "291 Days at Petersburg"
Oct. 8 - Bernard Drews - Show & Tell
Nov. 13 - Meredith Colket - Meeting to be held at Western Reserve
Historical Society
Dec. 11 - Father Donald Smythe - "Black Jack Pershing"
Jan. 8 - Fred Gill - "Joshua Chamberlain"
Feb. 12 - OPEN
Mar. 12 - Dr. Chester Bradley - "Jefferson Davis at Fort Monroe"
Apr. 9 - Howard C. Westwood - "Joint Committee on the Conduct
of the War"
May 14 - LADIES NIGHT - Tentative plans to show the silent film
THE GENERAL w/ the meeting to be held at
"The Last Motion Picture Company."

* * * * *

1973 FIELDTRIP

By now you've received the itinerary for the 1973 fieldtrip to the Richmond area. If you intend to make the fieldtrip be sure to send back or phone the fieldtrip committee --, your intentions. The dates are from September 27 (Thursday) thru October 1 (Sunday).

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TWO 'DIXIES' TOO MANY ST VMI?

By David Holmberg

"The Evening Star and Daily News"

Washington, D.C. May 16, 1973

LEXINGTON, Va. - The band played "Dixie" only twice yesterday. It was still too much for Johnny Morton, 20, a junior at the Virginia Military Institute here, was one of 17 black cadets who boycotted the school's annual ceremony honoring 10 VMI corpsmen who died in a Civil War battle at New Market, Va., on May 15, 1864.

While more than 1,000 of the school's white cadets turned eyes right to the flag of the Confederacy at the end of a march along a sprawling parade grounds, all but two of VMI's 19 black cadets sat out the 35-minute ritual. But the open protest that some anticipated did not materialize.

Since 1968, when blacks were first admitted to the fortress-like institution, the New Market Day ceremony has become increasingly controversial. But this year, for the first time, a student-run referendum showed that a majority of VMI students favored changes in the ceremony designed to play down its Confederate symbolism. They said "Dixie" and Confederate flags should be junked in favor of VMI songs and flags, and in separate vote asked that cadets "whose personal beliefs associate this ceremony with the Confederacy" be excused from it.

The VMI Board of Visitors, which runs the 134-year-old school, decided in a unanimous vote, however, to keep the ceremony unchanged.

Some students, both black and white, claim the board caved in to tradition-bound alumni. The board said it was only interested in honoring "the spirit, courage, integrity and devotion to duty" of the men who died at New Market, and pointed proudly at its "record of equal treatment for all cadets. . ."

About 700 old grads and friends and relatives of the cadets -- and four blacks from neighboring Washington & Lee University who said they come in sympathy for the dissenting corpsmen -- showed up for the cere-

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THE MONITOR AND THE MERRIMACK

The South had no navy. With her limited industrial capacity she could never hope to match the overwhelming numerical superiority of the United States Navy. But Stephen R. Mallory, Secretary of the non-existent Confederate Navy, had a brilliant idea: "Inequality of numbers may be compensated for by invulnerability." If an unsinkable ship could be built, it could drive the United States Navy off the seas. The task of building an invulnerable warship was given to Lieutenant John M. Brooke, a distinguished naval scientist, and John L. Porter, a naval constructor of Portsmouth, Virginia. To save time, it was decided to make over the steam frigate MERRIMACK, which had been scuttled and partly burned when the United States forces abandoned the Norfolk Navy Yard on April 20, 1861.

The reconstruction of the MERRIMACK was begun in July 1861. Her hull was cut down to just above the water line. She was covered with a sloping roof plated with iron four inches thick. She was equipped with a cast-iron prow to be used as a ram. She was fitted with ten heavy cannon (two 6-inch, two 7-inch and six 9-inch). Her tonnage was 3,200, length 275 feet, beam 30 feet 6 inches, depth 27 feet 6 inches. Loaded, her draft was 22 feet. Her speed was less than 6 knots. She carried a crew of 320 men. Here was a ship, the like of which had never been seen before. Her inventors called her an ironclad, shot-proof, floating, steam battery. Although the Confederates named her the VIRGINIA, she is better known in world history by her original name of MERRIMACK.

News of this fearsome vessel soon reached the North through spies and deserters. Northern sympathizers employed in the Norfolk Navy Yard smuggled out a description of the ship. It was evident that the United States must build an ironclad warship to challenge the Confederate ironclad. The high officers of the U.S. Navy, which was composed entirely of wooden vessels, knew nothing about ironclads. They were bewildered and knew not which way to turn. Precious months slipped by. Finally in October 1861 the U.S. Navy signed a contract for an ironclad warship designed by John Ericsson, a Swedish engineer and inventor, who had been living in the United States for some years. His plan called for a small ironclad steamer set so low that her deck would be only one foot above the water line. This would make the ship hard to hit. Her deck was to be bare except for a small pilothouse and a revolving turret containing two guns. This revolving turret would make it possible to aim the guns in any direction without turning the ship.

So skeptical were the naval officers to who Ericsson showed his model that they inserted a clause in the contract requiring Ericsson and his associates to refund the cost of the ship, \$275,000, should she

prove unable to destroy the MERRIMACK! But Ericsson, who was a very strong-willed man with complete confidence in his design, accepted this harsh contract without hesitation. The keel of Ericsson's ship was laid as soon as the contract was signed. Ericsson named her the MONITOR, one who admonishes, for he said, she would admonish the Confederate leaders that the batteries on the banks of their rivers would no longer present barriers to the entrance of the Union forces. The MONITOR was built at Greenpoint, Brooklyn, New York, with mechanics working on her day and night until the very hour of her departure. Much smaller than the MERRIMACK, her tonnage was 987, length 172 feet, beam 41 feet 6 inches, depth 11 feet 4 inches. She carried a crew of 62.

The Confederate ironclad MERRIMACK made her long expected appearance on Saturday, March 8, 1862. Emerging from the Elizabeth River about 1:00 P.M., she steamed across Hampton Roads toward Newport News, where two powerful wooden warships lay at anchor: the CUMBERLAND (24 guns) and the CONGRESS (50 guns). These two ships, assisted by the batteries on shore, rained a frantic bombardment on the approaching iron monster, but the projectiles bounced off her sides with "no more effect than peas from a popgun." The MERRIMACK rammed the CUMBERLAND, opening a hole in her side, then drew off and raked the unfortunate ship with her guns until she sank. The captain of the CUMBERLAND was at Fort Monroe when the fight began. He mounted a horse and galloped furiously to Newport News. By the time he arrived his ship had sunk beneath the waves with her flag still flying.

The CONGRESS was the next victim. Her officers ran the doomed ship ashore. They finally surrendered her, but Union soldiers on the shore at Newport News continued to fire on the MERRIMACK, wounding the commander, Captain Franklin Buchanan. "Old Buck," as Buchanan was nicknamed, had the CONGRESS set on fire by shooting hot shot (red-hot cannon balls) into her. More Union ships came hurrying from Fort Monroe to aid their stricken sisters: MINNESOTA (47 guns), ROANOKE (46 guns) and ST. LAWRENCE (52 guns). But these wooden ships were no match for the fierce Confederate ironclad. (The MERRIMACK was accompanied from the Navy Yard by two gunboats, BEAUFORT and RALEIGH, carrying one gun each. After she had destroyed the CUMBERLAND and CONGRESS she was joined by three gunboats from the James River, PATRICK HENRY, JAMESTOWN and TEASER. On the Union side, the large ships were also assisted by a number of gunboats, which included the DRAGON, MYSTIC, WHITEHALL, OREGON and ZOUAVE.) The latter two fell back, but the MINNESOTA stayed stuck in the mud in the north channel. She would surely have been destroyed had not ebb tide prevented the MERRIMACK from getting closer to her. Undisputed mistress of Hampton Roads, the MERRIMACK steamed over to Sewell's Point (present-day Naval base), leaving 241 Union dead.

Where was the MONITOR? The Union ironclad left New York in tow of the tugboat SETH LOW at 11 A.M., Thursday, March 6. Encountering rough weather, she shipped so much water that the crew had difficulty in keeping her afloat. At one time, the engineer and his crew were overcome by suffocating gases and had to be carried up to the deck to be revived. On Saturday, March 8, at 4 P.M., as the MONITOR passed Cape Henry, the crew could hear guns booming in the direction of Hampton Roads. As they came closer, they could see the horizon illumined by the burning CONGRESS. Arrived off Fort Monroe, the commander of the MONITOR, Lieutenant John L. Worden, reported to Captain John Marston of the ROANOKE, who was in command of the fleet in the absence of Commodore Louis M. Goldsborough. Captain Marston had orders to send the MONITOR to Washington, but he wisely disregarded these orders and suggested that the MONITOR go to the assistance of the MINNESOTA, still aground near Newport News. The pigmy size of the MONITOR did not inspire much confidence among the men of the Union fleet, who had witnessed the fearful scenes of that day.

The MONITOR anchored alongside the MINNESOTA. The night was illumined by the CONGRESS, which was still burning. Not far away lay the

CUMBERLAND at the bottom of Hampton Roads with her crew of brave men, who had died firing their guns as their ship went down. At 12:30 A.M., the fire on the CONGRESS reached her magazine. She blew up with an ear-splitting blast and a tremendous shower of sparks. When the sun came up the men of the MONITOR could see the MERRIMACK and her accompanying gunboats at Sewell's Point. It was Sunday morning March 9, 1862. The shores of Hampton Roads were lined with awe-struck crowds watching what may truly be called the naval battle of the century. At Fort Monroe the garrison stood on the ramparts, their eyes trained on the horizon between Sewell's Point and Newport News. They knew that if the Monitor were defeated, Fort Monroe could be starved into surrender. The MERRIMACK was now commanded by Lieutenant Catesby Jones, replacing Captain Buchanan, wounded the day before. To the spectators on shore the MERRIMACK looked like the roof of a house. The MONITOR'S odd appearance caused many to compare her to "a cheese box on a raft."

The MERRIMACK was larger, but the MONITOR was more agile. The great draft of the MERRIMACK (22 feet) caused her to scrape bottom of Hampton Roads. Besides, she was slow moving. The MONITOR was faster. Her draft was only 10½ feet. She could, therefore maneuver freely. If pressed too closely by her more powerful antagonist, she could glide into shallow water. The two 11-inch guns in the turret of the MONITOR fired every eight minutes. The ten guns of the MERRIMACK fired much oftener, but the MONITOR presented a very small target because of her low deck, which was barely above the level of the water. The MERRIMACK attempted to ram the MONITOR, as she had done the CUMBERLAND, but the nimble little vessel eluded the blow, which inflicted only a small dent in her hull. A boarding party was assembled, but the wary MONITOR, slipped away before men from the MERRIMACK could get aboard her. After pounding the MONITOR'S turret without effect, the MERRIMACK directed her fire on the pilothouse. The bursting of a shell blinded Lieutenant Worden, who had to relinquish command to Lieutenant Samuel D. Greene.

After about four hours of battle the fighting between the MONITOR and MERRIMACK ceased. The MONITOR took up a position over the Middle Ground, which is a shoal between Newport News and Sewell's Point from where she soon went back up the Elizabeth River. Ericsson's little MONITOR had saved the day in Hampton Roads, but she had not destroyed the MERRIMACK. In the next encounter the MONITOR might be disabled or destroyed, and the Union fleet would again be at the mercy of the MERRIMACK. On March 10, Secretary of the Navy Welles sent this telegram to Assistant Secretary of the Navy Fox, who was at Fort Monroe: "It is directly by the President that the MONITOR be not too much exposed; that in no event shall any attempt be made to proceed with her unattended to Norfolk." (Official Records of the Union and Confederate Navies, series I, volume 7, page 83).

Additional warships were rushed to Fort Monroe. By April 1, Commodore Goldsborough had twenty-four vessels with a total of about 150 guns in Hampton Roads waiting for the MERRIMACK to come out. In addition, Goldsborough had a half-dozen or so merchant vessels plus the mighty steamer VANDERBILT (donated by Cornelius Vanderbilt), which had been fitted up to act as rams should the MERRIMACK come down to Fort Monroe on her next sortie.

The MERRIMACK was in dry dock at Norfolk Navy Yard from March 11 to April 4, 1862. The metal prow, which had been wrenched off when she rammed the CUMBERLAND, was replaced. Port shutters were fitted. Her engines were worked on. During the MERRIMACK'S absence, McClellan's Army of the Potomac was landed at Fort Monroe.

Early on the morning of April 11, the MERRIMACK made her second appearance in Hampton Roads, this time commanded by Commodore Josiah Tattnall. One of the gunboats accompanying her seized three small merchant vessels and towed them off to Craney Island without interference from the Union fleet. The MERRIMACK remains off Sewell's Point all day. About 4 P.M., she steamed toward the MONITOR, which lay in shallow

water off Hampton Creek and fired a shot toward her. This was answered by the STEVENS, a gunboat lying alongside the MONITOR. The MONITOR, however, made no move, for she had been ordered to stay strictly on the defensive. The MERRIMACK then turned around and steamed back to Sewell Point. On April 14 she was no longer visible, having gone up the river to Norfolk. On May 1 the MERRIMACK was again seen anchored to the buoy off Craney Island. On May 4 she was anchored just inside Sewell's Point. On May 5 she was seen off the north end of Craney Island.

Commodore Goldsborough was forbidden by his superiors to send the MONITOR up to Sewell's Point to engage the MERRIMACK. The MERRIMACK, on her part, refrained from coming down to Fort Monroe where Goldsborough's rams could be used against her and where she would be within range of the heavy guns of Fort Monroe and Fort Wool. Naval operations in Hampton Roads were stalemated. The MERRIMACK and her accompanying gunboats hovered around Sewell's Point. The MONITOR and the rest of the Union fleet stayed close to Fort Monroe. As long as this stalemate persisted, Commodore Goldsborough refused to send adequate naval support to Major General George B. McClellan as he advanced from Fort Monroe to Yorktown. Consequently, McClellan spent one month before Yorktown (April 5 - May 4). Even after the Confederates evacuated Yorktown and withdrew toward Richmond, Goldsborough refused to send any significant amount of naval support to McClellan. Goldsborough maintained that his prime duty was to watch the MERRIMACK and to prevent her from breaking out of Hampton Roads into Chesapeake Bay, from where she could attack Washington or the cities of the Atlantic seaboard.

The naval deadlock in Hampton Roads was so serious that President Lincoln made a special trip to Fort Monroe, arriving May 6, 1862. In conference with Commodore Goldsborough and Major General John E. Wool, commanding Fort Monroe, it was decided that the only way to eliminate the MERRIMACK from the situation was to capture the city of Norfolk, which was the MERRIMACK's base. On May 8, the MONITOR and the other Union ships shelled the Confederate batteries on Sewell's Point in an effort to put them out of action so a landing of troops could be made. During this bombardment the MERRIMACK came out of the Elizabeth River and, placing herself in front of Sewell's Point, prevented the landing of troops. It was evident that in Norfolk was to be captured, it would be necessary "to seek another landing place out of reach of the MERRIMACK," to use the words of Secretary of the Treasury Salmon P. Chase, who had accompanied Lincoln to Fort Monroe.

Ocean View on the Chesapeake Bay shore was finally selected as a landing place for the troops. From there a road led to Norfolk. The MERRIMACK could not reach Ocean View without running past Fort Monroe and Fort Wool. With a speed less than six knots she would most certainly be seriously damaged by the heavy guns of the two forts. If the MERRIMACK left Hampton Roads, the MONITOR would be free to sail up the Elizabeth River and attack Norfolk. Consequently, the MERRIMACK remained off Sewell's Point during the landing of General Wool's troops at Ocean View on May 9 and 10. Norfolk was surrendered by her mayor on the 10th, the Confederate troops having evacuated the city after setting fire to the Navy Yard. Deprived of his base of operations, Commodore Tattnall prepared to take the MERRIMACK up the James River to Richmond. However, the pilots insisted that the ship's draft was too deep to get her past the Jamestown Flats. To prevent capture, Tattnall reluctantly blew up the MERRIMACK off Craney Island early on the morning of May 11, 1862. The MONITOR did not long survive her Confederate antagonist. She sank in a storm off Cape Hatteras, North Carolina, on December 31, 1862.

EDITOR'S NOTE: Taken from "TALES OF OLD FORT MONROE" as published by The Fort Monroe Casemate Museum, Box 341, Fort Monroe, Virginia.

ABRAHAM LINCOLN'S CAMPAIGN
AGAINST THE MERRIMACK

Abraham Lincoln was worried! The great campaign to win the war had been stalled. Lincoln had always been against Major General George B. McClellan's plan to capture Richmond by landing the Army of the Potomac at Fort Monroe and advancing up the Virginia Peninsula. And now McClellan's mighty army had been sitting before Yorktown for a full month. The incessant calls of this glamorous general for reinforcements did not reassure the uneasy President. Casting an ominous shadow over the whole picture was the MERRIMACK. Although checked by the MONITOR in the historic battle of March 9, 1862, the dreaded Confederate ironclad was still afloat and lurking around Sewell's Point (today the Naval Base). So long as the MERRIMACK was a factor to be reckoned with, Commodore Louis M. Goldsborough, in command of the Union fleet in Hampton Roads, refused to send adequate naval support to General G. B. McClellan. Without the support of the guns of the fleet, McClellan would not make an assault on the Confederate fortifications. So here was the situation: the army, some twenty miles up the Peninsula, at a standstill before Yorktown; and the fleet, at the tip of the Peninsula, clustered around Fort Monroe, watching the MERRIMACK in Hampton Roads. Truly a stalemate!

Lincoln decided to go down to Fort Monroe "to ascertain by personal observation whether some further vigilance and vigor might not be infused into the operations of the army and navy." Just as he was about to leave Washington, news came from McClellan that the Confederates had unexpectedly evacuated Yorktown and were withdrawing toward Williamsburg. Accompanied by Secretary of the Treasury Salmon P. Chase, Secretary of War Edwin M. Stanton, and Brigadier General Egbert L. Viele, Lincoln left Washington just before dusk, Monday, May 5, 1862. Ten or fifteen miles below Alexandria, their ship the revenue steamer MIAMI, cast anchor because it became too dark for the pilot to see his course. At 3 A.M., Tuesday, May 6, they were again on their way. At noon they were tossing on Chesapeake Bay.

The President tried to eat lunch, but soon gave up, saying he was too uncomfortable. He stretched out on a locker. The rest of the party kept on eating although the plates slipped here and there and the glasses fell over and rolled about. The MIAMI now had all its sails set and with the help of wind and steam was moving along at twelve knots. As night began to fall, the wind died away. For some reason the fires burned low under the boilers. The travelers were irked by the slackened speed. It was not until between 8 and 9 P.M., that the MIAMI reached Fort Monroe. Stanton sent for Major General John E. Wool, commanding Fort Monroe, who soon came on board with members of his staff.

Although it was now late, it was decided to confer at once with Commodore Goldsborough. It would have been difficult to bring the MIAMI alongside the flagship MINNESOTA in the darkness, so the party went in a tug to where the great ship lay just off Fort Monroe. The President went up the gangway first. Chase, who was senior to Stanton in the cabinet, climbed up next. They were received cordially by Commodore Goldsborough, who asked Chase about his daughters Janet and Katie. The group conferred earnestly about the dreaded MERRIMACK, whose presence was immobilizing the Union fleet in Hampton Roads. It was late when the President and his party returned to the MIAMI.

The next morning, Wednesday, May 7, the party arose early. They were not due to breakfast with General Wool until 9 A.M., Stanton proposed that they visit the VANDERBILT before breakfast. So the MIAMI's boat was lowered and they were rowed over to where the great steam yacht lay at anchor. Her bow had been strengthened with heavy timbers plated with iron so that she could ram the MERRIMACK should the Confederate ironclad venture down to Fort Monroe. Lincoln and his companions stood in the VANDERBILT's wheelhouse and looked through one of her

great sidewheels. Made of wrought iron, it was forty-two feet in diameter and weighed over one hundred tons. On the way back they were rowed around the MONITOR and the STEVENS that they might have a look at these two Union ironclads.

The President and his party landed at the Old Point Comfort Wharf (no longer standing). As they approached the Main Sallyport of the fort, the guard was turned out and a salute of twenty-one guns was fired from the distant Water Battery. On the beautiful parade ground studded with ancient live oak trees, the Fort Monroe garrison was in formation. When Lincoln came into view the band struck up "Hail to the Chief." The troops presented arms and the bystanders cheered. The party then had breakfast with General Wool in Quarters No. 1, the graceful old house which stands just inside the East Gate of Fort Monroe. After breakfast they were taken on board the MONITOR and the STEVENS, then over to the island fort on the south side of the channel known as the Rip Raps, or Fort Wool. Then they returned to Fort Monroe where another conference was had with Commodore Goldsborough, who had come ashore for that purpose.

The MERRIMACK was now seen around Sewell's Point and it was thought that she might engage the MONITOR. The military review, which had been ordered at Camp Hamilton (present-day borough of Phoebus) was called off. But the MERRIMACK did not give battle. General Wool then proposed that the President and his companions ride over to Camp Hamilton anyway. Lincoln and Chase rode horseback. Stanton rode in a carriage. General Wool and his staff in their blue uniforms formed the most brilliant part of the cortege. As they rode through Camp Hamilton General Wool gave orders to get the regiments ready for a review. In the meantime the party rode on to the ruins of Hampton, which had been burned by the Confederates in 1861. They were saddened by the bare, blackened and crumbling walls. They viewed the ruins of the Court House and St. John's Church. Crossing back over Hampton Creek, they saw the summer home of ex-President John Tyler and some other fine houses, which were intact, as the Confederates had not crossed the creek when they set fire to the town.

Arriving back at Camp Hamilton, they saw the troops drawn up in formation. The troops passed in review, cavalry first, then regiment after regiment of infantry. After the review, the party rode on toward the fort, but one regiment had drawn up in line. The colonel and his men were pleased when the President rode along the line with his head uncovered. This inspired great enthusiasm.

Returning to Quarters No. 1, a conference was held. It was decided that an attempt must be made to capture Norfolk, the base of the MERRIMACK. Deprived of her base, the MERRIMACK would be forced to withdraw up the James River to Richmond or else attempt to run past Forts Monroe and Wool and Goldsborough's fleet into Chesapeake Bay. Lincoln also issued an order to Commodore Goldsborough to send the GALENA and two gunboats up the James River toward Richmond to support General McClellan who was now pressing after the Confederates northwest of Williamsburg. Lincoln and Stanton remained at Quarters No. 1 while Chase and General Viele went back to the MIAAMI to spend the night.

The next morning, Thursday, May 8, President Lincoln summoned Commodore Goldsborough to a conference at Quarters No. 1. It was determined to attack the batteries on Sewell's Point, and, under cover of the bombardment, troops from Fort Monroe would be landed for a march on Norfolk. Lincoln, Chase and Stanton went over to Fort Wool to watch the action. The SEMINOLE, SAN JACINTO, DAKOTA, SUSQUEHANNA, MONITOR and STEVENS opened fire on Sewell's Point. In this they were joined by the large guns on Fort Wool. Before long the small battery at the extreme end of Sewell's Point was silenced. The fire was then directed on a battery inside the Point. While this was going on, smoke was seen curling over the woods on Sewell's Point five or six miles from its termination. The men on Fort Wool said, "There comes the MERRIMACK!"

The President and his party left the island fort. Just as they were stepping ashore at Fort Monroe, the MERRIMACK came out from behind Sewell's Point. Although the troops had already been embarked at Fort Monroe, it was obviously no use to attempt a landing on Sewell's Point while the MERRIMACK lay protecting it. The soldiers were, therefore, removed from the transports.

It was only too apparent that the landing must be attempted at a place where the MERRIMACK could not interfere. This would have to be east of Sewell's Point on Chesapeake Bay. Since the channel from Hampton Roads into Chesapeake Bay lay between Fort Monroe and Fort Wool, it was not likely that the MERRIMACK would try to run past the forts. With her slow speed, the Confederate ironclad would be subjected to a murderous cross-fire from the big guns of the forts, which could very well cripple her. In addition to the regular armament of the two forts there was a 15 inch Rodman gun on the beach at Fort Monroe which had been specially made for use against ironclad ships. It was known as the Lincoln Gun and stood in battery with a 12-inch rifled piece known as the Union Gun. Another consideration which could be expected to hold back the MERRIMACK was that her departure from Hampton Roads would leave the city of Norfolk at the mercy of the Union ironclad MONITOR.

The question was just where on the Chesapeake Bay shore should the landing be made? The next day, Friday, May 9, Chase, General Wool and Colonel Thomas J. Cram set out with the MIAMI and a tug to make a reconnaissance of the shore line east of Sewell's Point. They arrived at a place called Ocean View, the MIAMI going in to within 500 yards of the shore, the tug to 100 yards. Some boats were sent out to ascertain the depth of the water. When they were very near the shore they suddenly pulled away. The men said they had seen an enemy picket, and fearing an ambush, they pulled off to avoid being fired at. The order was given to return to Fort Monroe, but just as they were moving off, a white flag was seen waving over the sand bank on shore. General Wool ordered that it be answered at once, which was done by fastening a bed sheet to the flag line and running it up. Thereupon, some Negro women and children appeared on the shore.

Fearing a ruse, Chase sent two boats ashore with armed crews. Chase saw Colonel Cram talking with these people while some of the men were walking about on the beach. Presently one boat came back to the ship. Chase saw that the Negroes were going back up the sand bank, and Colonel Cram was preparing to return with the other boat. Thinking that these people might have desired to go to Fort Monroe and had been refused, Chase went ashore in the boat that had just returned. It turned out that none of these persons, one of whom was a white woman living nearby, desired to go to Fort Monroe. So Chase and the others returned to the ship. At any rate, they had discovered a good landing place, no more than five or six miles from Fort Monroe, capable of receiving any number of troops and communicating with Norfolk by passable roads.

Back at Fort Monroe, Chase found Lincoln talking to a pilot and studying a map. The President thought there was a nearer landing place, and wanted to go to see it. They started out again, taking with them a large boat and about twenty armed soldiers from Fort Wool. Lincoln and Stanton went on the tug and Chase on the MIAMI. When they came to the place Lincoln wished to see, the boat from Fort Wool and a boat from the MIAMI were filled with armed men and sent toward the shore. All of the guns of the MIAMI were trained on the shore. Before the boats could land, several Confederate horsemen appeared on the beach. Chase sent a message to Lincoln asking if the MIAMI should fire on the horsemen. Lincoln said no. After their return to Fort Monroe, it was decided that an advance should be made from one of these two landing places. General Wool preferred the one that he himself had visited, so Ocean View was selected as the landing place. Four regiments were loaded at once into transports at Fort Monroe.

The troops landed without interference. Lincoln, Chase, Stanton and General Wool went to Ocean View next morning Saturday, May 10. They found the troops had already gone forward. Chase and General Wool followed the troops. Lincoln and Stanton returned to Quarters No. 1 at Fort Monroe to await results. Led by General Wool, the troops advanced overland to Norfolk, where they were met by Mayor William W. Lamb, who formally surrendered the city. The Navy Yard was found in flames, fired by the Confederates just before they had evacuated the city. Late that evening, almost midnight, Chase and General Wool returned to Fort Monroe. They went straight to the President's room at Quarters No. 1 with the good news, "Norfolk is ours!" Stanton was so delighted that he hugged the dignified General Wool.

All got up early the next morning, Sunday, May 11, for Lincoln had decided to return to Washington at 7 o'clock. As the party was sitting in the parlor of Quarters No. 1, Commodore Goldsborough came in with the electrifying news that the Confederates had blown up the MERRIMACK just off Craney Island at 5 A.M. After two months of terror, the Confederate monster was no more! Lincoln wanted to see the site of the destruction for himself. He also wanted to go up the Elizabeth River to make sure that the channel to Norfolk was not obstructed. The U.S.S. BALTIMORE, on which the party was to return to Washington, took them over to Craney Island, then up the Elizabeth River. At Norfolk they found that the MONITOR, STEVENS and SUSQUEHANNA had preceded them.

Now that the MERRIMACK was no more, the entire Union fleet could be sent up the James and York Rivers to support General McClellan's campaign against Richmond. After a very brief stop at Fort Monroe, the BALTIMORE carried the President back to Washington. "So ended a brilliant week's campaign by the President," as Chase wrote to one of his daughters.

EDITOR'S NOTE: For a more extensive account of this interesting episode in the life of Abraham Lincoln, read Chester D. Bradley, "President Lincoln's Campaign against the MERRIMACK," JOURNAL OF THE ILLINOIS STATE HISTORICAL SOCIETY, Spring of 1958, Vol. LI, No. 1, pages 59-85.

This article is No. 9 in a 15 article series entitled TALES OF OLD FORT MONROE. The whole series is available for 10 cents each, three for 25 cent, seven for 50 cents or all 15 for 1 dollar. Write to The Fort Monroe Casemate Museum, Box 341, Fort Monroe, Virginia.

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15. Abraham Lincoln at the Hampton Roads Peace Conference (1865).

The Fort Monroe Casemate Museum consists of the Jefferson Davis Casemate, the MONITOR and MERRIMACK Casemate, and the Old Fort Monroe Casemate (a casemate is a chamber in the wall of a fort). The museum is open every day of the year from 8 AM to 5 PM. Admission is free, the museum being commemorative and educational.

THE FIRST SUBMARINE OF THE CONFEDERATE NAVY
By Harlowe R. Hoyt
CLEVELAND PLAIN DEALER, November 16, 1939

Submarine warfare plays a tremendous part in the present hostilities of Europe. How many of these monsters the German navy possesses is not certain but it would seem their work of destruction is comprehensive. Far different was the story of the first submarine employed by the Confederate navy in the Civil War. This is the first of two articles.

IN 1864

Feb. 17, 1864, was the day when the HOUSATONIC, a United States federal steam sloop of sixteen guns, went to the bottom of the ocean off Charleston, S.C. The city, hotbed of rebellion during the pre-war days, was destined to register first in much that brought about the Civil War. It was Charleston's delegation to the Constitutional Convention that insisted that slavery be left alone which precipitated the hostilities of '61. It was on Fort Sumter in that spot that the first gun was fired to open actual warfare. And it was off the harbor that the first vessel was sunk by underwater craft--inaugurating the reign of the submarine.

It was an unfortunate vessel, that submarine. It brought its crews to their death, from start to finish, and despite the fact it proved theoretically successful, it was a mantrap of the first degree. Ira McClintock was the builder, aided by Horace L. Hunley. Even with their previous experience--McClintock had tried twice to attain his ends--they found the going hard. His first two craft never saw action. They sank during experimental trials and their crews escaped by a hair. Then came the third boat--the fatal submarine. The Confederate navy called it the "water coffin." It lived up to its name.

With little resource in a manufacturing way, the south was put to it hard to secure materials of any character. McClintock and Hunley found this to be the case when they undertook to build their submarine.

They had at their disposal little material. They took an iron boiler discarded from one of the sorghum mills and used this for their base. It was 25 feet long and four feet in diameter. In addition, there was boiler plate. They sliced the boiler from end to end and added a foot of iron to enlarge it. Bulkheads were placed at either end and bow and stern riveted to them. These compartments, like a rounded wedge, held the ballast tanks by which the boat was raised and lowered. A valve controlled the inflow of water and hand pumps served to empty the craft. The speed of the odd boat was about four miles an hour.

From the start, her crew was cagy. Officers in command knew that she would sink with or without reason and objected strenuously to the ruling of the designers that iron ballast be carried. Filled with enthusiasm and certainty of success. McClintock and Hunley stood on the dock at Mobile and watched the invention head out for her trial. She went down. That much was a success. But, unfortunately for all concerned, she failed to come to the surface. When they finally raised her, the crew of nine were as dead as doornails. They placed the boat on flatcars and hauled her to Charleston for another try.

As a prize fighter's manager insists, "He can't lick us," so McClintock and Hunley insisted that their submarine was not a bust. But they remained on shore--discreetly enough--and took no chances themselves. Perhaps they figured, as does a general, that brains are more valuable than brawn. But after plenty of tinkering, they were ready for another try.

Lieut. John Payne, who had more courage than sense, volunteered to take out the boat with his crew of eight men. They sailed out from Charleston with their hatches open. The swell from a passing steamer filled the boat. Six men were drowned. Undaunted, Payne replaced his volunteers and tried again. They took the boat to Fort Johnson and

moored it beside a vessel. The vessel, unfortunately, moved away without signal. The submarine went down. Eight men were the victims. Total casualties to date: 23 drowned and no boats sunk.

By this time, the submarine was a hoodoo. Payne learned his lesson. He quit. McClintock, still in the background, induced Hunley to take charge which he did with Thomas Parks as his right hand man. It was a fatal mistake for Hunley. He should have remained on land with his associate. Off Fort Johnson, the boat submerged. After two weeks they managed to bring her to the surface. Mr. Hunley, Mr. Parks and the remaining seven who made the crew were, of course, like drowned rats. The boat had nosed down into the the mud due to the inlet fouling. The handle that controlled the valve had fallen off. Hunley held a candle in his hand--evidently seeking to retrieve the lost mechanism when death came. Total to date: 32 drowned and no showing to show for it

November 23, 1939

Mr. Ira McClintock was nothing if not persistent. His crude underwater craft had proven anything but successful. His associate, Horace L. Hunley, met his death trying to navigate the submarine. In three attempts, the boat submerged with a net result of 32 of the Confederate navy drowned like rats in a trap. There was no proof that the vessel would prove effective as a medium of destroying federal shipping. But experiments continued and work went on.

They fished the submarine from the depths of the ocean off Fort Johnson and recovered the bodies of Hunley, Thomas Parks and the crew of seven. The honored dead were carried to Charleston and buried with full military honors. And they found another crop of daredevils and started out on their fourth cruise. This was a different sortie, however, for they picked a receiving ship in the Cooper River and tried diving beneath it, dragging a torpedo on a float. The theory was that the submarine would be free and away before the charge exploded. This time the boat fouled in a rope hanging overboard and the crew suffocated. Total to date: 41 dead and no results.

To this time, the general scheme had been to attack the ironclad MONITOR. Consideration brought the conclusion that this was impractical and attention was turned to the wooden blockaders. A torpedo on the end of a long spar was to be the medium of attack.

It was Oct. 15, 1863, when Hunley and his crew drowned. Before the end of that month, the submarine made an attack upon the New Ironsides. This time the torpedo exploded but the shock damaged the vessel so badly that the crew deserted her and took to lifeboats. Luckily all were saved. The boat was recovered and towed back to Charleston for repairs.

It was Feb 17, 1864, that the submarine made its last voyage. By this time, the Confederates had chosen a name for her. She was known as a David. The title, stemming from the Bible, recalled the doughty fighter of the sling who dealt Goliath a fatal blow. The comparison was appropriate except for one thing. To the present, little David's sling had sent the stone in the wrong direction and he was the one who had suffered.

Lieut. George Dixon was in charge of the crew on this attempt. The HOUSANTONIC, a steam sloop of sixteen guns, was picked for the victim. Dixon and his trusty eight were better prepared than had been their predecessors. A spar torpedo carried 100 pounds of gunpowder. It was to be discharged by a lanyard. The DAVID was able to sail up under the warship's guns which could not be depressed to train on her. Lieut. F.J. Higginson was on watch on the HOUSANTONIC. He sighted the little craft and gave an alarm. The crew was summoned to the deck but before they were assembled, Dixon planted his torpedo beneath the magazine and discharged it. The ship listed and started to sink rapidly. It was each for himself and the sailors launched lifeboats and leaped into the ocean. Down went the HOUSANTONIC in a brief time but only five of her crew were lost.

Dixon and his crew were wary. They feared being sent to the bottom in an iron boiler and so approached the HOUSATONIC with their hatches wide open. When the water cleared, the DAVID had vanished once again. And the death toll of the submarine had reached the mark of 50 --ten times the number of deaths inflicted upon her enemies and with a single vessel sunk as the result of it all.

It was not until after the war that the DAVID was brought up from the depths of Charleston Harbor. It would seem that the undertow had sucked the little DAVID along with the HOUSATONIC and brought death to all. The crew, as usual, was given all military honors of burial but it was generally accepted that as a medium of attack, the submarine was a dud. Years were to pass before the submarine would be considered anything but a dangerous experiment. And not until the World War did this mode of undersea warfare prove itself truly effective.

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SURRENDER OF THE C.S.S. SHENANDOAH

The following is a description of the surrender of the C.S.S. SHENANDOAH. It was written by Dr. McNulty, of the ATLANTA CONSTITUTION, and is taken from the book DIXIE RAIDER, as follows:

"Pilot asks us to show our flag. We say we have no flag. Then answers the servant of the nations, 'Cannot go on board your shp.' Hurried consultation, an anxious exchange of inquiring looks--what shall we do now--we have but one flag--shall we raise it?

It was the flag to which we had sworn allegiance. Shall we lift it once more to the breeze, in defiance of the world--if needs be--and defying all, be constant to that cause which we had sworn to maintain until we knew there was no Confederacy, and that ours was in truth a Lost Cause? We will, say all hearts with one acclaim. And let this pilot, or any other, refuse to recognize us if they will.

Then, for the last time, was brought up from its treasured place below the sacred banner of the fair South, to wave its last defiant wave and flap its last ensanguined flap against the winds of fate, before going forever upon the page of history. Out upon the free day it flashed, and the far shores of England seemed to answer its brave appeal that the banner that had led 1,000,000 men to many victorious battles should now have one more and final recognition, should oncemore be recognized a flag among the flags of nations. The grim old sea-dog tossing his boat at stern beholds go up the outlawed banner! He sees it floating in the wild, free air and anticipates his England's decision that it shall be recognized for this last time. He calls for a line, swings himself over the old warship's side, and up noble Mersey, thirteen months after departing from the Thames and just six months lacking four days after the war ended, sailed the Confederate ship of war SHENANDOAH."

EDITOR'S NOTE: From the newsletter of THE HONORARY SOCIETY OF CONFEDERATE STATES OF AMERICA, Vol. II, Sept., 1966 #7

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CIVIL WAR IN ST. LOUIS

It was from the ways of Eads' shipyard in Carondelet that came the famous gunboats that reduced Fort Henry and defied the batteries of Vicksburg. Strangely enough when the gunboats engaged the Confederates at Forts Henry and Donelson in February, 1862, they were in effect Eads' property, not having been paid for by the Confederate Government.

EDITOR'S NOTE: From the newsletter of the St. Louis CWRT, THE BUSH-WHACKER, February, 1965.

mony yesterday on a sunny and breezy spring day that made the campus sparkle.

Their sentiments were sometimes visible: An elderly man got up from a bench and stood at attention as the band came by playing "Dixie," and others applauded. A middle-aged women took a picture of her three sons in front of the Confederate flag after the ceremony, a young man in the crowd eyed the four blacks -- who wore the initials of a campus organization, S.A.B.J., on their jackets -- warily: "I bet they might do something (to disrupt the parade)," he said. "Those initials sound like something out of darkest Africa."

But despite the board's decision, there seemed to be some minor alterations in the ceremony. Morton and other blacks noted that the band played "Dixie" several times at past ceremonies, and only did it twice yesterday. And they said the Confederate flag also was less visible. (It flew in front of a statue of "Virginia Mourning Her Dead" along with U.S., Virginia and VMI flags.)

There was something else new: VMI chaplain R.L. Wilson mentioned in his prayer that "many of the cadets (who fought at New Market) and their families felt a deep abhorrence to the "institution of slavery."

Wilson said he had inserted that on his own, without consulting the board. He said he is from Kentucky, had one grandfather who fought for the Union and one for the Confederacy, and has a "deep appreciation for both sides of the issue."

Morton, a native of South Carolina, said he wasn't much impressed with any of the changes in the ceremony, though he conceded that "we're on higher ground now, just because the board considered the thing at all. But we've got a long way to go."

He said that for himself and the other protesters it was a question of "being a cadet or being black. We first and foremost have to be black." He said the two blacks who had marched "didn't think it was necessary to separate the school and being black," and that they felt they could "gain more by participating." There was no antagonism between the two marchers and the other blacks, Morton said.

The cadet said the blacks had turned down offers from students at Washington & Lee and other schools to join them in a demonstration during the ceremony. But next year, he said, such offers probably would not be refused if the board sticks to its guns on the ceremony.

"We didn't want to cause any disturbance this year," he said, "but next year I think there will be demonstrations. This is the last time they are going to get off that easy."

* * * * *

CHARLES WILLIAM READ
Mississippi's Greatest Confederate
Naval Hero

In October, 1972, the Jackson, Mississippi CWRT enjoyed a talk on CSN Midshipman Charles W. Read, as given by Mr. M. James Stevens.

Read fired the first cannon shot in defense of Mississippi from Ship Island on July 9, 1861, and stirred up fears of Yankee defenders on that same island four years later in his last escapade.

Born May 12, 1840, in Yazoo County, barely 16 years old when appointed to Annapolis, Read was but 21 when he joined the Confederate Navy. Following his Mississippi Sound activity, Midshipmen Read served along 1,000 miles of fighting in the Mississippi River, broke through the Union naval blockade at Mobile on the C.S. commerce raider FLORIDA with Capt. John Maffitt and then took command of his own raider off Brazil.

Up the Atlantic seaboard he left a trail of burning ships. Three times he was captured and escaped from Fort Warren Prison in Boston Harbor before being paroled. He closed his adventuresome war career below New Orleans. Read was then a First Lieutenant. (REBEL YELL)



Lincoln Lore

September, 1974

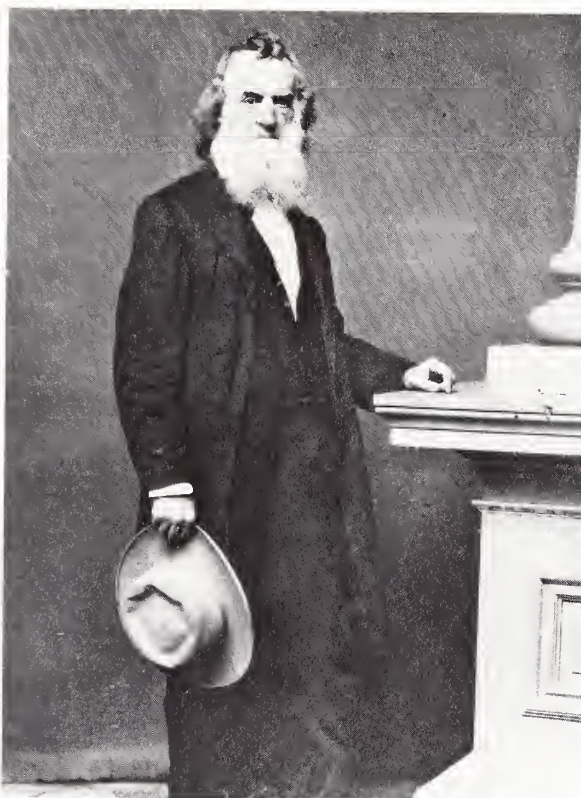
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Number 1639

John Niven on Gideon Welles A Review

Politics makes strange bedfellows, and there are none stranger than President Abraham Lincoln and his Secretary of the Navy, Gideon Welles. Welles was not only a Democrat before he became a Republican, but more or less a Democrat of the Loco-Foco variety; "Locofoco" was Lincoln's Whiggish term of opprobrium for his Democratic opponents. An ardent expansionist, Welles urged Martin Van Buren to embrace the cause of Texas annexation in 1844; Lincoln made an early mark in national politics when, as a Congressman, he opposed the war with Mexico for Texas. George D. Prentice, whose editorials Lincoln admired, had been Welles's arch rival in Connecticut's political newspaper wars. Nevertheless, in 1861, the two men began a cooperative effort to win the war against the South and keep the Republican party in power.

John Niven's new biography, *Gideon Welles: Lincoln's Secretary of the Navy* (New York: Oxford University Press, 1973), will be described as the "definitive" work on the famous white-bearded Civil War diarist. Over 650-pages long, prodigiously researched, and smoothly written, the book deserves that description in many ways. Still, such a description does not quite capture the essence of Professor Niven's work. Despite the importance of Welles's position in President Lincoln's administration and the frequent use made of his diaries by many writers on the Civil War era, Welles has been a man more often referred to than studied, analyzed, and understood. His writings have been like a sign-post pointing the way to understanding the Lincoln administration; few have stopped to study the make-up of the sign itself. Therefore, one gets less the feeling of satisfaction associated with learning the definitive word than



From the Lincoln National Life Foundation

FIGURE 1. Gideon Welles was born in Glastenbury, Connecticut in 1802. He attended the Episcopal Academy in Cheshire, Connecticut and Alden Partridge's military school in Norwich, Vermont. His father wanted him to become a lawyer, but Welles became a newspaper man, editing the *Hartford Times*. He served four terms in the Connecticut state legislature where he wrote America's first general incorporation law by which businessmen gained limited liability according to general rules established by law rather than through a special grant of monopoly privileges from the legislature. While serving as chief of the Navy's Bureau of Provisions and Clothing under Democrat James K. Polk, Welles gained valuable experience in administering naval affairs and also established valuable connections with Maine's Hannibal Hamlin. As Lincoln's vice-president, Hamlin was later entrusted with the choice of naval secretary for Lincoln's cabinet. Welles was a capable Secretary of the Navy, reading a staggering amount of the incoming correspondence (perhaps one-third) and drafting replies in his own hand.

the feelings of surprise and curiosity stimulated by finding an important but previously hidden historical personality. Niven's book makes one want to get out materials on and by Welles and to study them rather than to shelve the Welles materials and say, "We know exactly where he fits in now."

In Francis B. Carpenter's popular ideological painting of President Lincoln and his cabinet, the Secretary of the Navy occupies the true center of the painting (but not the focus of the painting, which is on Lincoln, of course [see *Lincoln Lore* Number 1623]). Carpenter rendered Welles's position in Lincoln's cabinet accurately, but Welles has suffered neglect while more colorful personalities to the left and right of him like Edwin Stanton and Montgomery Blair have been repeatedly etched in strong passages in many books and articles about Abraham Lincoln. Niven does not imply that Welles occupied the position of central importance in Lincoln's administrative family; on the contrary, he quite clearly shows that Welles was "not a member of the inner circle" of Lincoln's cabinet. Niven does show, however, that Welles was much less conservative and predictable and much closer to Lincoln's positions on many issues than historians previously thought.

Far from colorless, Welles had a radical streak in him. Niven argues that he "inherited" it from his father, a Jeffersonian Republican and religious skeptic from the high Federalist and staunchly Calvinist state of Connecticut. Welles became an early follower of Andrew Jackson and the father of the Democratic party in Connecticut. Uncharacteristically for a political organizer, Welles had some strong political opinions and definitely leaned towards the radical or Loco-Foco wing



From the Lincoln National Life Foundation

FIGURE 2. John P. Hale was Gideon Welles's "nemesis," according to Professor Niven. New Hampshire's Senator Hale served as Chairman of the Senate Committee on Naval Affairs, and he and the Secretary of the Navy feuded constantly over the awarding of naval contracts and Welles's unfortunate penchant for nepotism in the administration of naval affairs. Hale eventually supported Salmon P. Chase's bid for the Republican presidential nomination in 1864.

of the Democratic party.

Niven's book is more truly a biography than the subtitle suggests, for he spends a great deal of time on Welles's early career before he became Lincoln's Secretary of the Navy. He suffers, therefore, from the problems many biographers have: the man's life that they are studying generally spans a great period of time and therefore requires writing about eras of history that are not necessarily the writer's particular specialty. This makes the biographer rely less upon his own synthetic judgments than upon the most acceptable historical interpretations of others for the periods beyond his major area of interest. Professor Niven's first book was about Connecticut during the Civil War; his judgments about Welles's role in the era Niven knows most about seem independent and do not follow closely or slavishly any particular school of thought about the Civil War. When Niven writes about Welles as the early organizer of the Democracy in Connecticut, however, he follows rather closely the interpretation of party formation in this era laid down by Richard P. McCormick's book, *The Second American Party System: Party Formation in the Jacksonian Era* (Chapel Hill: University of North Carolina Press, 1966).

It is McCormick's contention that party formation during the Jacksonian era had little or nothing to do with economic interests or local issues, and the Democratic and Whig parties were not continuations of the Federalist and Jeffersonian Republican parties. Parties arose to battle for the presidency when there was no candidate with which the particular section of the country could identify as a sectional choice. In Connecticut, therefore, no Jackson partisans appeared until "they saw some prospect that Adams might lose the presidency." The Jacksonians did not contest local elections in Connecticut until they were sustained by the outside help of federal patronage available because of Jackson's victory in 1828. The two parties became much more evenly matched in 1832, when the Jacksonians made a much stronger showing. Henry Clay simply did not have the sectional identification in Connecticut that New England's own John Quincy Adams had had; therefore Jackson's men could make great gains. To perceive party formation in this way, of course, is to see politics as pure opportunism: parties formed when ambitious

local organizers had a chance to win and therefore chanced their fortunes on one national personality or another.

Thus McCormick (and his case is important, for his book has influenced many others besides John Niven) argues that the Democratic and Whig parties "of the 1840's were 'artificial,' in that they seemingly existed in defiance of the real sectional antagonisms that were present at the time." He sees them as artificial, too, in the sense that their appeal to the voters had nothing to do with issues that affected the voters in any way. This is McCormick's description of American antebellum politics before the 1850's:

The second American party system also brought into vogue a new campaign style. Its ingredients can scarcely be described with precision, but they included an emphasis on dramatic spectacles — such as the mass rally, the procession, and the employment of banners, emblems, songs, and theatrical devices — and on club-like associations, colorful personalities, and emotionally charged appeals to party loyalty. Politics in this era took on a dramatic function. It enabled voters throughout the nation to experience the thrill of participating in what amounted to a great democratic festival that seemed to perceptive foreign observers to be remarkably akin to the religious festivals of Catholic Europe.

In their exciting election campaigns, the Americans of that generation found a satisfying form of cultural expression. Perhaps because there were so few emotional outlets available to them of equal effectiveness, they gave themselves up enthusiastically to the vast drama of the election contest. They eagerly assumed the identity of partisans, perhaps for much the same reason that their descendants were to become Dodger fans, Shriners, or rock-and-roll addicts. In this guise, at least, campaigns had little to do with government or public policy, or even with the choice of officials. For the party leaders, of course, the purpose of the campaign was to stimulate the faithful and, if possible, convert the wayward in order to produce victory at the polls.

Professor Niven adds an element to McCormick's picture of the origins of the second American party system. He suggests that Welles and other early party organizers copied the "dramatic" techniques that McCormick described in the above passage from the great religious revivals that swept America in the 1820's and 1830's. This was opportunism indeed on Welles's part, for that cool occasional Episcopalian and Jeffersonian skeptic certainly had no truck with the pietistic fervor and enthusiasm of the Second Great Awakening. Even with this addition to McCormick's scheme, Niven's overall characterization of Welles's role in organizing the Democracy in Connecticut is recognizable as nearly pure McCormick:

Writing . . . when revivalist techniques had been rather completely borrowed and secularized in politics, Michel Chevalier [a foreign observer of the American scene] was astonished at the ritualistic tone of party contests. His vivid descriptions of Democratic parades clearly establish their evangelical character. He was struck by their resemblance to religious processions he had seen in Mexico and in Europe — the torches, the mottoes, the transparencies, "the halting places" — all the symbolic trappings and varieties of quasi-mystical experience. Tocqueville, who visited the United States three years earlier, had generalized in a similar vein: "Every religious doctrine," he wrote in one of his pocket notebooks, ["] has a political doctrine which by affinity is attached to it." Gideon Welles would have cheerfully applied such a notion to New England Federalism, while rejecting its application to Jacksonian Democracy. Yet he did not scruple to employ both the form and substance of the second Great Awakening in his political and editorial work. He owed more to the itinerant evangelists than he knew, or would have cared to admit.

To borrow McCormick's thesis, however, causes special problems for a biographer who is sympathetic towards his subject: how does one make Welles look good when he is the opportunistic manipulator of an "artificial" system of essentially cosmetic politics? It is fair to say that Niven is sympathetic towards Gideon Welles, although he is not uncritical. Niven rather skillfully shows both sides of Welles's struggle with Samuel F. DuPont over the effectiveness of monitors and later, for example, he is downright censorious of Welles's conservative defense of Andrew Johnson's do-nothing Reconstruction policies after the Civil War. Earlier in the book, however, Niven is wont to argue that Welles was a pro-

fessional politician, yes, but one who cared more sincerely about the issues than his average peers. McCormick's thesis, then, is at odds with the biographer's natural defensiveness about his subject.

Certainly Welles was an adept practitioner of the political arts, and Niven is not afraid to admit it. Allegedly a principled Jacksonian opponent of banks, Welles signed the "memorial praying for the incorporation of the Farmers and Mechanics Bank of Hartford," which would be a "pet" bank to receive from the Democratic administration in Washington some of the federal government's funds as deposits. When members of an opposing faction of Welles's party managed to gain a nomination to run for Congress for one of their members, Welles supported him in his newspaper but published anonymous letters attacking the candidate in his paper too (page 114). Though he had himself been sympathetic with the workingmen's movement in the Democratic party, he attacked some factional enemies as atheistic radicals for having once supported the same movement. (pages 140-141). By 1846, Welles was beginning to have serious ideological differences with the Democratic administration of James K. Polk, which he thought had sold out the Northern Democracy for the slave power's interest in Texas and low tariffs. Yet Welles had urged Van Buren to climb aboard the Texas bandwagon to gain the Democratic nomination in 1844, and he held on to his patronage job in the Navy Department's Bureau of Provisions and Clothing even while he tried to undermine the administration that appointed him (pages 224-225). Clearly, Welles's dismay with the Democratic party was less a matter of sincere concern about the slavery or even the slavery-expansion issue than it was a matter of fear and anger that Northerners were being pushed out of the jobs wielded by the Democratic party when it ruled Washington. Welles also supported Isaac Toucey, his long-term factional enemy in the Connecticut Democracy, in his bid for appointment as Attorney General in Polk's cabinet, not because Toucey was a qualified applicant, but because Welles wanted to get him out of the state (page 235).

Nevertheless, Niven calls Welles a "democratic idealist," and he has some persuasive evidence. After all, the effect of office-holding on some politicians is to make them mindless defenders of the administration that employs them. Welles's course of action towards the Polk administration may have been "devious," a word Niven uses to describe it, but he probably would also have been accused of deviousness had he defended an administration he did not really believe in. In many ways, Welles was truly and idealistically democratic. When the anti-masonic fervor struck Connecticut, for example, Welles, himself a Mason, suggested that the Masons ought to dissolve their order out of respect for public opinion.

The problem here is serious, and it is a general one for the historical discipline. If every biographer followed Niven's course, adopting the latest interpretation of the period but noting the exception represented by his own subject's life, then the historian would be faced with interpretations that described movements as a whole but failed to describe accurately the course of any single man. Professor Niven might have demonstrated a bit more independence in his judgments about this phase of Welles's life.

Niven could have done so, had he been more willing to describe and analyze Gideon Welles's political ideas. If there is any consistent failing in Niven's otherwise artful and solid book, it is his reluctance to give the reader much intellectual biography. One learns a great deal about what Welles thought of men, but what he thought of measures often remains infuriatingly vague. There is very little, for example, about Welles's reading, and very probably he did not read very much. However, one does learn to one's astonishment that in a cabinet meeting to discuss Andrew Johnson and the Tenure of Office Act, Welles was the only member who knew that Daniel Webster had given a speech on removals from office. There is doubtless plenty of material for at least a skinny little chapter on Welles's ideology, if not his reading, for he was a newspaper editor and wrote hundreds of editorials. Yet nowhere in the book is there much effort to stitch together the ideas that lie in Welles's writings. The result is that one hears from Professor Niven that Welles was a more principled idealist than many wire-pullers, but one has trouble putting one's finger on the principles and ideals.

It is not the case that Professor Niven is incapable of such an analysis, for on occasion he makes very acute analyses of speeches and ideas. Take, for example, William Seward's 1858

"irrepressible conflict" speech. The common wisdom on this speech is that the phrase "irrepressible conflict" was catchy and led to the easy stereotype that Seward was too radical on the slavery question. Seward's biographer, Glyndon Van Deusen, urges this point and otherwise describes the speech as an attack on the Democratic party for having "become a sectional and local party" (Van Deusen's words). Niven agrees with Van Deusen but adds a perceptive point quite at odds with Van Deusen's characterization but fully as explanatory of the speech's tendency to hurt Seward's chance for the Republican nomination in 1860:

Beyond the words themselves, the tenor of the Rochester speech shook the precarious unity of the Republican party. Seward spoke as a Whig, not as a Republican, and he recklessly and falsely charged that Democrats had always been proslavery. Thomas Jefferson, Andrew Jackson, and James K. Polk had all been all [*sic*] slaveholders; Martin Van Buren had appeased the slave power in his first inaugural. Slavery, Seward implied, had been a source of political division between the Whigs and the Democrats, with the Democrats always upholding the institution.

Thus the problem with Seward was his Whiggishness rather than his radicalism on the slavery question. He did not say that the Democratic party had *become* a tool of slavery but that it *always had been*.

Niven holds that, just as Welles became a Democrat of



Portrait of Farragut by Arthur Currier, 1862. In L. A. Currier, *The Life of David G. Farragut*, New York: Currier & Ives, 1862.

From the Lincoln National Life Foundation

FIGURE 3. David G. Farragut was a Southerner chosen largely by virtue of his seniority to head the naval expedition to capture New Orleans. Farragut was nearsighted but did not wear glasses, was sixty years old, and had been passed over for other commands before. Yet in 1863, Lincoln told Welles that "there had not been, take it all in all, so good an appointment in either branch of the service as Farragut."

somewhat radical or Loco-Foco leanings, when he changed parties he became the leader of Connecticut's "more radical" Republicans. This may be true, but it is clear from Niven's book (and he does not attempt to cloak it) that Welles was basically a free soiler who feared Southern power in Washington and the "Africanization" of the territories. Along with this went a strong civil-libertarian strain of outrage at the Fugitive Slave Law. The meaning of radicalism in this context is somewhat unclear, and it would have been more instructive had Niven gone into the varieties of Connecticut Republicanism. A group of conservative heirs of the Connecticut Federalism that Welles despised in fact showed a more "radical" interest in the welfare of the black man. Theodore Dwight Woolsey, the President of Yale, and Leonard Bacon, a New Haven Congregational minister, for example, tended to be very conservative on many political questions like universal suffrage but showed a sincere life-long interest in the black man. As early as 1825, Woolsey and Bacon, according to George A. King's *Theodore Dwight Woolsey: His Political and Social Ideas* (Chicago: Loyola University Press, 1956), established an Antislavery Association to improve the condition of New Haven's free Negro population and to stir interest among Connecticut's whites and religious seminarians throughout the country. In 1881, Woolsey was in his eighties and serving as a trustee of the Slater Fund, a charitable organization aimed at educating the South's blacks. Welles, by contrast, had opposed Prudence Crandall's attempt to establish a school for out-of-state black girls in Canterbury, Connecticut in 1831 and was rigidly insensitive even to the needs of blacks for protection from bodily harm in New Orleans and Memphis thirty-five years later.

Nevertheless, it is true (and not a little surprising to those who might think that Welles was always as conservative as he was during Reconstruction) that the biggest stumbling block to Welles's selection as Lincoln's Secretary of the Navy was his known radicalism on the Fugitive Slave Law. Lincoln extracted a promise from Welles to obey that law as a condition of membership in the cabinet. Then (this too is a little surprising but better known) Welles did not really live up to his promise. Long before the Army did it, the Navy, on Welles's explicit instructions, sheltered fugitive slaves who sought protection on naval vessels, employed them for wages on shipboard and in the yard, and signed them on at ten dollars a month as the equivalent of army privates for naval service. When Lincoln protested such practices by the Army, he let Welles's flagrant actions go without a reprimand, probably as a signal of his true intentions in regard to slavery as soon as he was assured of the loyalty of the border states.

Niven is on very sure ground when he talks of Welles's years on Lincoln's cabinet and the insights here are fascinating and Niven's judgments independent. The administrative and political workings of the Lincoln administration from its early confused fumbling with secession to its surer prosecution of

the war are described in some considerable detail and with freshness.

In regard to the Emancipation Proclamation, for example, Niven argues that the President asked William Seward and Gideon Welles about the possibility first because he knew where the others in his cabinet would stand. Seward and Welles thus occupied the critical center of the spectrum of political opinion in the cabinet (proof again that painter Francis Carpenter was right). When Lincoln showed his draft of the proclamation to the full cabinet on July 22, 1862, it startled *every member*. "The measure goes beyond anything I have recommended," said Edwin Stanton. Lincoln was supported only by Bates, usually considered as the most conservative member of the cabinet. Seward, interestingly enough, opposed it on the grounds that its issuance would bring foreign intervention to prevent abolition for the sake of their cotton supplies.

Niven's little description of this oft-described event challenges many commonly accepted beliefs about the Emancipation Proclamation. It makes highly suspect assertions that the Proclamation had the moral grandeur of a bill of lading and that Congress had already done nearly as much in its Confiscation Acts. It also calls into question the old saw that Lincoln was anxious to get the Proclamation out in order to dissuade England from intervention. Seward knew, what some cynical diplomatic historians since have known, that the classes who controlled British government decisions did not care a fig about America's being inconsistent about freedom and democracy.

Hopefully, these few incidents give something of the flavor of Niven's rich book. It deserves its place on the shelf next to Benjamin Thomas and Harold Hyman's distinguished biography of Edwin Stanton. Unfortunately, Professor Niven has been poorly served by his publishers, the prestigious Oxford University Press. The footnotes are at the back of the book, some 580 pages away from the reader who starts on page one. The index is downright puny; it is mostly only an index to proper names, and many of these (Prudence Crandall, for example) do not make the index. The book is also marred by an astonishing number of typographical errors. "Camaraderie" becomes "camaderie." John P. Usher becomes John B. Usher. What should be a comma on page 532 is a period. Fitz-John Porter becomes Fritz-John Porter. They coin the word "inciteful" on page 394. Mr. Stimers becomes Mr. Stimer in the very next line. Parentheses and quotation marks sometimes fail to open. On page 186, the word "arrangements" stands where one strongly suspects that Professor Niven wrote "arguments" in the original.

Fortunately, Professor Niven's meaning shines through the unappetizing format of the book, and students of the Civil War, Abraham Lincoln, and Connecticut politics are much the richer for it.



From the Lincoln National Life Foundation

FIGURE 4. The United States Monitor Mahopoc. Welles was slower than his Confederate counterpart, Stephen R. Mallory, to recognize the potential of ironclad vessels.



THE RAAB COLLECTION LIBERTY BELL

A newsletter for
the historian and
collector of historical
manuscripts

Fall 2005

ABRAHAM LINCOLN AND THE THANKS OF CONGRESS

During the Civil War, the Senate passed resolutions known as "Thanks of Congress" to recognize the most important military contributions and honor the men of the U.S. Army and Navy who made them. To receive such a citation was a mark of great merit; only 30 were issued by the U.S. Government during the entire war. The Provisional Congress of The Confederate States of America also issued Thanks of Congress citations until the final days of its existence.

The first U.S. Thanks of Congress was awarded for *"the gallant and patriotic services of the late Brig. Gen. Nathaniel Lyon, and the officers and soldiers under his command at the Battle of Wilson's Creek, 10 Aug. 1861."*

ADMIRAL STRINGHAM: ENFORCING THE BLOCKADE OF SOUTHERN PORTS

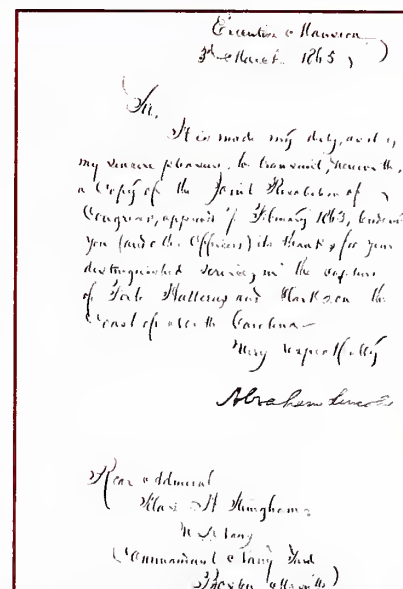
In early 1861, the commander-in-chief of the U.S. Army, General Winfield Scott, developed what he called the "Anaconda Plan," which aimed to squeeze the Confederacy by blockading its ports, launching amphibious attacks at key points along the Southern coast, and seizing control of vital inland waterways such as the Mississippi River.

In July and August, 1861, following the Union defeat at the Battle of Bull Run, the U.S. Navy began to establish the blockade of the ports of the Confederacy. The Navy then decided to commence an amphibious assault on the Outer Banks of North Carolina. With the channels into North Carolina sounds under Union control, it would put U.S. forces in position to seize key points on the Carolina mainland and set up bases from



which they could push inland. Hatteras Inlet commanded the entrance to North Carolina's sounds, leading Union commanders to decide to seize its surrounding shoreline first. General Benjamin Butler became the landing force commander. Commodore Silas Stringham, commander of the Atlantic Blockading Squadron, led the naval forces. The task force Stringham commanded was the largest that the U.S. Navy had assembled up that point in the war.

The immediate objective of the operation was the capture of two forts—Clarke and Hatteras—that guarded Hatteras Inlet. On the morning of August 27, Union warships began bombarding both forts. When the bombardment was complete, the Union troops came ashore. Fort Clarke's garri



Abraham Lincoln conveys the Thanks of Congress to Admiral Stringham.

THE RAAB COLLECTION
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IN THIS ISSUE

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the Thanks of Congress

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The Raab Collection
and the Internet

son retreated to Fort Hatteras. For a while bad weather forced Stringham's ships out of firing range and the advantage shifted to the Confederates. However, the next day Union naval forces resumed the bombardment when the weather moderated and the fort was soon surrendered. Not one man on the Union side was killed.

For his role, Commodore Silas H. Stringham was awarded this Thanks of Congress.

Just a day before his second inauguration, President Lincoln, who had initiated the process, took upon himself the responsibility of conveying the Thanks, along with his own personal sentiments. He did so in this communication, Executive Mansion, March 3, 1865, to Rear Admiral Silas Stringham. "It is my duty, as it is my sincere pleasure to transmit herewith, a copy of the Joint Resolution of Congress, approved 7 February 1863, tendering you (and the officers) its thanks for your distinguished service in the capture of Forts Hatteras and Clarke, on the coast of North Carolina."

The Raab Collection is proud to offer this manuscript of Lincoln, along with Stringham's retained copy of his reply to the President.



**GENERAL
SHERMAN**

General William Tecumseh Sherman was awarded the Thanks of Congress twice: once for the

Battle of Chattanooga and again for taking Atlanta and Savannah.

The Battle of Atlanta in the summer of 1864 was a decisive and significant victory for the Union Army, as the support it fostered in the North played a key role in helping to get President Lincoln re-elected and keep those out of power who sought a negotiated peace with the Confederacy. The defeat also sent waves of panic through the Confederate States and paved the way for General Sherman's March to the Sea, destroying all hope of victory for General Lee and the Confederacy.

Although he has been criticized for operating so deep in enemy territory without a reliable line of communication, in his March to the Sea, with fewer than 2,200 casualties, Sherman destroyed a large portion of the South's remaining war potential in Georgia and put his armies in a position to collaborate with Grant's forces in VA.

**REAR ADMIRAL
PORTER**



David Porter was the only man to receive the Thanks of Congress four times, most notably for his role in the Battle for Fort Fisher in January of 1865. The destruction and capture of Fort Fisher was significant in that it cleared the way for the Union offensive against Wilmington, North Carolina, the last Atlan-

tic Coast door to the outside world for the Confederacy. Wilmington fell shortly after.



CASE STUDIES IN AUTHENTICATION

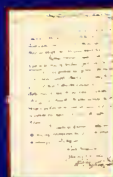
THE BUCK STOPS ANYWHERE BUT HERE

It has from the start been our belief that it was sound policy to educate buyers on authentication issues and place authentication tools in the buyer's hands. This need has become even more pressing with the rise of the so-called authentication services, whose premise is that they are the arbiters of what is safe to buy. Certain auction companies have taken up this concept in preference to the old-fashioned blanket guaranty of authenticity. They now hold that if its chosen service dubs an autograph authentic, the auctioneer deems that definitive and will not look past this opinion. As the service itself has no obligations to the buyer (with whom it never even deals), and the auction disclaims liability because of the service's certificate, it seems that nobody is legally responsible to the buyer for the authenticity of the item. We have seen questionable material offered under the cover of certificates, so buyers should be aware of this practice.

TOO MUCH OF A GOOD THING

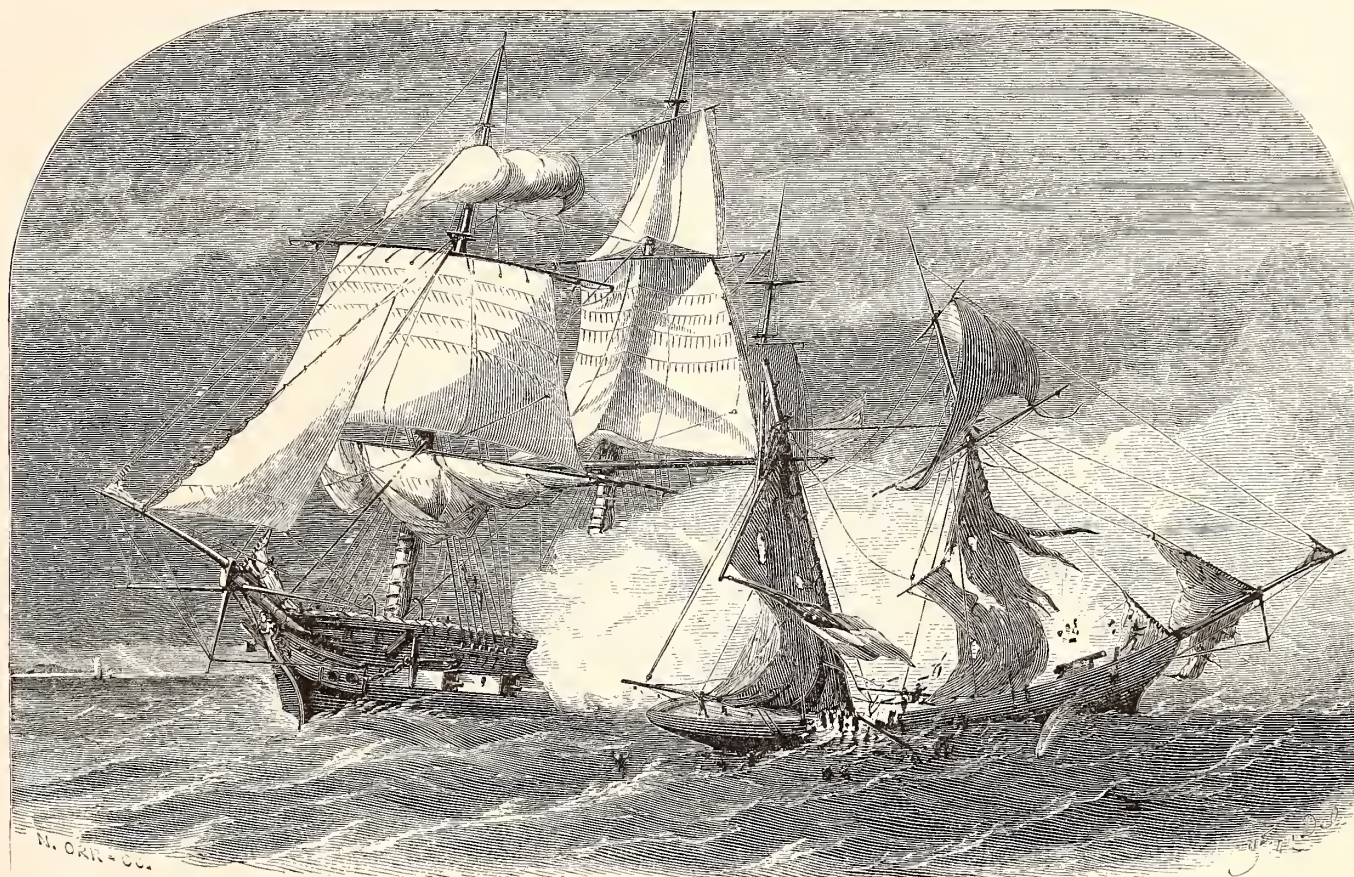
We act as authenticity consultant to a variety of companies and were called in recently to review a huge grouping from the estate of a collector. There were many hundreds of letters, signed photographs and prints, and signed first day covers. At first glance, everything looked perfectly authentic, and we were im-

THIS MONTH IN HISTORY: October/November



October 1781:
Surrender at Yorktown

Washington sends his spy-master to gather intelligence on the British.



THE U. S. FRIGATE ST. LAWRENCE SINKING THE PRIVATEER "PETREL," AUG. 1, 1861

Page I

This is a Compilation a 'check list' of references
to President Abraham Lincoln's association;
a) direct relationship to the War Time 1861-63
NAVY, Copies from five (paper-back)
"Volumes of Civil War NAVAL CHRONOLOGY"
(compiled by)

"NAVAL History Division
Office of Chief Of NAVAL Operations
U.S. NAVY Department, Washington DC (N.D.)
US Government Printing Office

The 6-volume ~~publication~~ has only 64
references to: "LINCOLN AND THE NAVY"
They may have either intentionally left out
a number of references (such as for
example, Lincoln's Order of October 1861;
and, Lincoln's visit to French War
-of-war "Hassendi"). Or! They may
have overlooked Lincoln Day By Day and
perhaps other sources, data, and
various archival material. en check.
have there are some references, data, Comment
not fully covered by "Day By Day"

Pages in "Civil War Naval Chronology" which
contain references to President Lincoln

Vol 1

Part One: pages 6-7-12-14 20-22-24-38

Part two: ^{pages} 13-15 - ^{Vol 4} 26-50-61-62-74-77-80-81
107-110-111-112-115

Part III: ^{pages} 10 12 ^{Vol 3} 27 29 35 57 58 93
110 113 163

Part IV: ^{pages} 4 11 ^{Vol 4} 23 35 62 109 140 145
146 148

Part V: ^{pages} 8 - 18 - 26 - 55 - 65 - 69 - 75 -
- 78 - 83 - 86 - 87 - 88 - 89 - 90 - 91 - 92 -
- 94 - 95 -

P11

Part One (all of) 1861.

Page 6: April 2nd - 1861: President Lincoln visited Washington Navy Yard. The President returned frequently to confer with Commander Dahlgren on the defense of the Capital and the far reaching strategy of Sea Power in General. Lincoln received a 21-gun salute, so Day By Day, 'Chronology' doesn't mention the 21 gun salute.

Page 6

4 April '61: President Lincoln gave final approval to Gustav Fox's plan to relieve Fort Sumter by sea. not exactly same as Day By Day

Page 7 17 April: "President Lincoln had stated 'I want that fort saved at all hazards' (FORT Pickens). The President's wish was fulfilled, and use of the best harbor on the Gulf was devised the Confederacy." over

3

Page 12 - May 3 '61 -- President Lincoln Called for the enlistment of 18000 Seamen for US Navy Service. duplicated Day By Day

also 3 May 61 -- President Lincoln's Blockade Proclamation was published in London newspapers.

Page 14 -- May 21 - 1861 -- John A. Stevens, (CSA) of New Orleans, statement to Navy Secretary Mallory (or as written I do not know) "On land we do not fear Lincoln, But what shall we do to cripple him at sea"

Page 20; 1st Aug '61 -- President Lincoln appointed Gustavus Fox Assistant Secretary of The Navy
More Continued when Day By Day under Aug 1st date

Continued
 (Sec of the Navy) Not the energetic Navas
 officer became Welles' right hand man in
 the department. His large acquaintance
 among Navas officers and forthright
 "unofficial" style made him a useful trouble-
 -shooter. By the informal correspondence
 which he elicited from the Chief Navas
 Commanders, the Navy Department was
 able to keep in intimate touch with
 problems in the several Squadrons

21 Page) is indexed But, - However: there nothing
 re Lincoln on that page, a phonetic index-listing

Page 22) 16 August] The President declared the
 inhabitants of the Confederate States to be in a
 state of insurrection and forbade all
 Commercial intercourse with them.

Page 24 Sept 1st 61] This is quite different from Day by Day.
2 2

President Lincoln receives news late at night
from Navy Secretary Welles of Frigate
Silas Stringham's Victory at Hatteras Inlet.

[Comment-note
The outcome of this Ben Bullen- Stringham USN
amphibious relationship resulted in Lincoln's
Order 4 Oct 1861 re: ^{the} authority and
responsibility of Army-Navy relationships.]

Page 38: December 2] ^{not in Day by Day} Secretary of Navy Welles'
1st Annual report is submitted to
President Lincoln:—"Since the institution of the
blockade one hundred and fifty three vessels
have been captured"

6
The index refers to p 61-62 in part one.
However; pt one stops on p 41.

— Part Two —

Part # P13] 27 January 1862;
not in day ^{by} day Navy Department

My Dear Hooker

"With reference to the Mortar refer, Uncle Abe,
as you already know, has gone into
that business with a will, making his
first demonstration, Entre nous, by
pitching General Ripley out of his Ore-
nance Bureau. I have told him how
the work could be done expeditiously,
and take my word for it, my friends,
that the affair has not ceased circulating
since, nor will they until the thing is
done. More-Continued

→
H

Continued

#> Yesterday a.m. Came your second telegram, which I immediately sent to the white House, and in the evening I was with him for two hours, and will be instructed today to carry out your views about either buying or chartering a steamer and also with reference with reference to the suggestions you make for the Benton.

With reference to the men you require, Fox told me they had been ordered, but since there has been some ^(UNEXPECTED) unexpected hitch, which shall be cleared up the ^(MOMENT) moment I see the President tonight.

Yours Faithfully, H. A. Wise "

over for Comment
By B.S.

Part Two

Page 15 Part 2

not in day by day

31 January, 1862

Lieutenant Henry A Wise wrote Telegram Officer Andrew H Thote regarding a conversation with President Lincoln on the western operations. The Commander in Chief was interested in the matter because he wanted Thote to have enough Gunpowder "to rain the rebels out". Wise stated "He is an evidently practical man, understands precisely what he wants, and is not turned aside by anyone when he has his work before him. He knows and appreciates your past and present arduous services, and is firmly resolved to afford you every aid in the work in hand."

Page 26 = 25 May 62 [Continued]

" Meanwhile the demand for the Gunboats mounted steadily. From President Lincoln to widely separated field Commanders, everyone recognized their importance. They officer Foote quoted a Nashville paper as stating " we have nothing to fear from a land attack, but the Gunboats are the devil "

Page 501 - Part II NOT in anybody's
12 April 1862 Secretary of the Navy Welles
 wrote President Lincoln " It is of the greatest
 importance that the exportation of author-
 - ized coal from ports of the United
 States to any and all foreign ports
 should be absolutely prohibited.

Page 61 Vol 2

5 May 1862

President Lincoln with Secretaries Stanton and Chase on board, proceeded to Hampton Roads on Steamer Miami to personally direct the stalled Peninsula Campaign. The following day, Lincoln informed Flag Officer L. M. Goldsborough: "I shall be found either at General Wool's Fort Monroe or on board the 'Miami'." The President directed gun boat operations in the James River and the bombardment of Sewell's Point by the blockading Squadron in the five days he acted as Commander-in-Chief in the field.

P 61 Vol II

8 May 62

(Continued: President at Hampton Roads) "By direction of the President, U.S. 'Monitor' 'Dacotah' (DECATUR) 'HAWGATUCK' SEMINOLE and 'Susquehanna' shelled Confederate batteries at Sewell's Point, Virginia, as Flag Officer L. M. Goldsborough reported" / Continued

Page 7 3/4 [8 May 62] [Continued] " Reported, ~~with a view~~

'mainly with the view of ascertaining the
Practicability of landing a body of troops
thereabouts' to move on Norfolk. Whatever
rumors President Lincoln had received about
Confederates abandoning Norfolk were now
Confirmed; a tug deserted from Norfolk and
brought news that the evacuation was well
under way and that C.S.S. 'Virginia', with her
accompanying small gunboats, planned to

Proceed up the James or York River. ---
Two days later President
Lincoln wrote Flag Officer Gholson: 'I
send you this copy of your report of yesterday
for the purpose of saying to you in writing
that you are quite right in supposing
the movement made by you and therein
reported was made in accordance with
my wishes verbally expressed to you in
Hunnet. I avail myself of this ^{occasion}
to thank you for your courtesy and
all your conduct, so far as known to me, --
more continued

CONTINUED, 8 May 62, P. 61, 'CIVIL WAR MONTH
CHRONOLOGY' VOL II.

(So far as known to me) during my brief visit
here. PRESIDENT LINCOLN ACTING AS
COMMANDER-IN-CHIEF IN THE FIELD AT
HAMPTON Roads, ALSO DIRECTED FLAG OFFICER
Goldsborough "IF YOU HAVE ^(SUCCESSFULLY) TOLERABLE
CONFIDENCE THAT YOU CAN SUCCESSFULLY
CONTENT WITH THE 'MERLIMACK' WITHOUT
THE HELP OF THE 'GALENA' AND TWO
ACCOMPANYING GUNBOATS, SEND THE 'GALENA'
AND TWO GUNBOATS UP THE JAMES RIVER,
AT ONCE TO SUPPORT GENERAL McCLELLAN.
THIS WISE USE OF POWER AFLOAT BY THE
PRESIDENT SILENCED TWO SHORE BATTERIES
AND FORCED GUNBOATS C.S.S. 'JAMESDOWN'
AND 'PATRICK HENRY' TO RETURN UP THE
JAMES RIVER

NOTE: 29th = THE STATEMENT "AT ONCE" TO
SUPPORT GEN McCLELLAN. the LAST 4 words
is my COMMENT. LINCOLN'S STATEMENT ENDS
WITH 'AT ONCE'.

9 plus (extra added addendum)

Page 62 Vol II 9 May 62

" President Lincoln himself, AFTER TAKING
TO PILOTS AND STUDYING CHARTS,
RECONNOITERED TO THE INSTWARD OF
SEWELL'S POINT AND FOUND A SUITABLY
UNFORTIFIED LANDING SITE NEAR WILLOUGHBY
POINT. THE TROOPS EMBARKED IN TRANS-
-PORTS THAT NIGHT. THE NEXT MORNING
THEY LANDED NEAR THE SITE SELECTED
BY THE PRESIDENT. THE LATTER, STILL AFOAT,
FROM HIS 'COMMAND SHIP' MIAMI ORDERED
THE USS MONITOR TO RECONNOITER ^{SEWELL'S}
POINT TO LEARN IF THE BATTERIES
WERE STILL MANNED. WHEN HE FOUND
THE WORKS ABANDONED, PRESIDENT LINCOLN
ORDERED MAJOR GENERAL JOHN E. WOOL'S TROOPS
TO MARCH ON NORFOLK, WHERE THEY
ARRIVED LATE ON THE AFTERNOON OF
THE 10th."

P. 14

Pg 4: 28 June 1862 [not in 28 June 62: "Day by Day"]

Fleet Officer Farragut's Fleet, supported by
mortar boats under Commander D D Porter,

successfully passed Vicksburg while exchanging
a heavy fire with Confederate batteries.

Farragut was acting under orders from

President Lincoln to 'Clear the river'

[P. 11 = 4 July 1862] ~~no mention 4 July 62: "Day by Day"~~ Major General McClellan advised the

President that "Captain Rogers" is doing all

in his power in the kindest and most
efficient manner" General Robert E Lee came to

the same conclusion in a letter to Confederate
President Davis: "As far as I can now see

there is no way to attack him to advantage'
I fear he is too secure under cover of ~~the river~~

his boats to be driven from his position

→ Capt John Rogers U.S.N.

P
Eleven

Part Two

P
Eleven

(manuscripts in 5 July 62: "Day By Day")

P80: [5 July 62] An act to reorganizing
the US Navy Department; - This act, and
other far reaching measures were guided
through Congress by Senator Sumner of
Iowa, who has an outstanding appreciation of
sea power.

not to G.M.C. This means - I suppose; - that Lincoln must
have signed this act of Congress making it into
Law

R.G.M.C.

This Duplicate "Day By Day"

Pap 81: 11th July 1862 -- President Lincoln,
demonstrating his appreciation of the role
sea power has played thus far in the
Civil war, recommended to the Congress
that votes of thanks be given to Captain
Lardner, Davis, and Struphams, and to
Commanders Dahlgren, D.D. Porter and
Rowan over R.G.M.C. over

Day By Day duplicate

Page; Eleven and $\frac{1}{2}$

Capt James L Larauer USN
Capt Charles H Daven USN see 29 March 60
Capt Silas Stringham USN see 29 March 60
Commander John A Dahlgren USN

" David D Porter

" Stephen C Rowan

C H Daven was "relieved" of his Command 1st Oct 1862
when Daven was "relieved" and D D Porter took his post.

re Porter; Wells made a statement; = a Young and
[active officer is required for ch duty to
which he is assigned] !! (The underlining is mine)

Continued

This is in Day By Day

Pg 1 -- Eleven July 1862

Congress passed an act for the relief of
 relatives of the officers and men who dies
 on board USS "Cumberland" and "Congress"
 when CSS "Virginia" destroyed these vessels
 and threatened to break the blockade of
 Norfolk four months before.

note of comment below
 Some that also means: here's another act of Congress
 regarding USS; Lincoln Probably must have signed
 into becoming law (?) Likely, He did, very probably

Page 81
 14 July 62 This is not in "Day By Day."
 Congress passed an act stating that:
 "The spirit nations in the Army of the United
 STATES shall forever cease ----"

(much same comment) re above "Spiritation" means
 "suppress" "Boys" ?

PB

Part II 'Civil War Navy Chronology' page 107

2nd Nov 1862

" Fox agreed with Porter and pressed the matter with the President. On 7 October Assistant Secretary Fox convinced President Lincoln that the Fleet was placed under Control of the Navy. Lincoln transferred all war vessels on the Mississippi to the Navy."

Page 110, U.S.O. - 45 Nov '62 President Lincoln with Secretaries Seward & Chase drove to the Washington Navy Yard

~~10 Nov '62~~

Part II Navy Chronology

Page III - 1st December 1862;

NOT MENTIONED 1st DEC "Any By Day"

In his second Annual report Secretary of Navy WELLES INFORMED PRESIDENT LINCOLN: "We have at this time afloat, or progressing to rapid completion a naval force consisting of 427 vessels,

Page 112 Part II --- 8 December 1862

President Lincoln sent a recommendation of thanks to the Congress on behalf of Commander John L. Worden USN for his part as Commanding officer of THE "USS Monitor" during the Hampton Roads engagement with the CSS Monitor

R
G
MC [TWO NO SIGNIFICANT DIFFERENCE BETWEEN "Navy
Chronology" AND "Any By Day", - NAVY IS A
Bit more COMPLETE]

Part Two

not in Day By Day

NOT in Day By Day

Page 115 = December 21 1862 "in an act to promote the efficiency of the Army" the US Congress authorized the medal of honor, the nation's highest award. A total of 327 Civil war sailors ~~and~~ soldiers and marines were awarded the Medal of Honor.

NOTE TO G.M.K.; That makes a third act of Congress directly relating to US Army, (during the Civil war) - that I suppose (I feel sure he did - He must have) Lincoln very probably signed into law. There may have been others. The 400th order was issued by authority of the Commander in Chief. He didn't need an act of Congress for that.

1863 Part 3

NAVY Chronology

Page 12 pt 3 = 19 Jan 1863 Secretary Welles
advised Admiral Porter of President
Lincoln's personal interest in the Vicks-
burg Campaign. If a Canal were cut
at a higher point up the river than
the first ---

P29 pt III 16 FEB 63 President Lincoln,
greatly interested in the naval ^{assault}
on Charleston, reviewed plans for
the attack with Asst Sec Thor.

Part III Naval Chronology 1863

Page 35 PT 3 -- 25 FEB '63 --

USS Vanderbilt, Acting Lieutenant Charles H. Kalamien USN Commanding, seized British blockade runner "Peterhoff" of St Thomas (^{CRISTINA} Islands?). An international dispute arose over the disposition of the mails carried on the Peterhoff. At a later date Lincoln ruled the mail should be returned to the British. "Peterhoff" initially condemned as a lawful prize, approximately four later the decision was reversed.

2 April 1863 page 57 PT III Lincoln informed Sec. - relay Welles that Farragut had to be STRENGTHENED. Same day, Asst Sec NOX wrote Rear Admiral Farragut that Lincoln with ^{characteristic} ~~characteristic~~ understanding of how to use naval strength was "rather disgusted with the floundering expedition [at Yazoo Pass AND STEELE'S Bayou]" and predicted their failure from the first" (^{THE} parenthesis is mine, according to chronology do not locate BS. over

April 1863
Chronology Pt 3

April 4 1863

P58 Lincoln wrote regarding harbor defenses:
"I have a single idea of my own about harbor
defense. It is a steam ram, built so as to
sacrifice nearly all capacity for carrying to
loss of speed and strength --- her business
would be to guard a particular harbor, as
a Bull-dog Guard, his master's door."

THIS IS NOT a duplicate

Page 93 / President Lincoln authorized the Sec-
-retary of the Treasury to: "Cooperate by the
Revenue Cutters under your direction
with the Navy in arresting the
depredations on American Commerce
and transportation and engaged in
capturing rebels engaged therein";

This
directive was largely the result of Charles
Wilkes Lt Confederate States Navy Raider on
Union Commerce near N.Y. and N.B.W.

England This is not the same as: "Day by Day"
for 4 April 63 the there is some
duplication the 2 are not different

14 April 1863

1863: April; Part III

not exactly a duplicate

Page 110: Prudence Lincoln could now ^{with}

July 4³ the Tarker of waters again goes unbecked
to the sea ---- her must Uncle Sam's
web feet be forgotten" ----
July 1863

10 July 63

Page 113 Part III / CSS Commerce raider Florida has
destroyed two ships near N.Y. Lt Rear CSS (CSA)
with Confederate ships Clarence, Tacony and
Archer has created great concern as to the
safety of New England waters. A resolution
to Lincoln has expressed the urgency
and importance of a sufficient ~~and~~ ^{naval}
and military force to protect the Commerce
of the Country. On 7 July Lincoln requests
Secretary Welles "To do the best in your
power which you can" ----

NOT in Day By Day

for 10 July 63

10 July 1863

December 1863 Part III

Page 163 Part III

- This is a very small portion (sample)

1863
9 December
In his annual message to Congress, President Lincoln noted that the blockade was increasing in efficiency, but, "illicit trade was not entirely suppressed" and that "the production of our ~~harvest~~ vessels has created new forms of naval power."

[It 30-1863]

See Page 43; Vol VII.

There are 6 paragraphs in
Lincoln's 8 Dec 63

Annual message to Congress
on the subject of the Navy.
Should I copy them all, all I
am doing actually is copying
NAVAL CHRONOLOGY - ok?

1864 Part four

CIVIL WAR NAVAL CHRONOLOGY

[NOT COPIED VERBATIM]

= Page Eleven part 4 = 23 January = Rear Admiral
 Dahlgren's letter to Lincoln & the city of
 Charleston is converted into a Camp, and
 20000 or 25000 of their best troops are
 kept in the vicinity. Two commands of
 our men at Morris Island and Honey
 Islands assisted by a few ironclads
 are rendering invaluable service. No
 man will be more happy to plant a
 Union Flag where you most want it.
 Ability of Union to attack any part
 of Confederate Coastline diverts large
 numbers of Confederate soldiers from
 main Confederate Armies [NOT Verbatim Copy]

1864 Part 4 NAVAL CHRONOLOGY

= Page 4 pt 4 = 9 January = Union Concern over
Confederate torpedoes prompted President Lincoln
to grant an interview to Captain Lawrence
a New England Mariner, to discuss a
device for discovering and removing
underwater obstructions. Of many ideas
for making Confederate torpedoes harmless,
none were successful. Confederate torpedoes
continued to sink an increasing number
of Union ships.

1864 Pt 4 NAONC Chronology

= Page 35 Pt 4 = 25 March 64 =

Secretary Welles called President Lincoln's attention to the scarcity of seamen in Union ships afloat and suggested the transfer of 12000 men from the Army to the Navy. The transfer was later effected as

a result of a bill sponsored by Senator Grimes of Iowa.

= 3 Sept 1864 = p109 Part 4 = President Lincoln^{ordered}
 a 100-Gun salute at the Washington Navy Yard at
 noon on Monday the 5th of September,
 and upon receipt of the order, at
 each arsenal and Navy Yard in
 the United States for the recent brilliant
 achievements of the fleet and land forces of
 the United States in the harbor of Mobile
 and in the reduction of Forts Powell
 Gaines and Morgan ---

The President also proclaimed that on the
 following Sunday Thanksgiving should be
 given for Rear Admiral Farragut's

Victory at Mobile and for the Capture of
 Atlanta by General Sherman. These events
 said Lincoln "Call for devout acknowl-
 -edgment to the Supreme Being in whose
 hands are the destinies of Nations"

Page 140 page 4

December 5 | PT 4

See Lincoln's

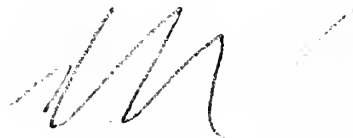
annual report to the Congress in
C.W. Volume VIII p. 136

approx 285
words

Page 145 Part 4

December 12 1864

Dear Admiral Dahlgren wrote to
President Lincoln reporting news of
the greatest importance to the Union! I have
the great satisfaction of conveying to you
information of the arrival of General ^{SHERMAN}
near Savannah, with his army in
fine spirits --- This memorable event
must be attended by still more memorable
consequences, and I congratulate you
most heartily on its occurrence.



Page 148 Part 4 --- 23 Dec 1864

Lincoln signs an act of Congress which created the ^{RANK} of Vice Admiral. A fortnight before Secretary Welles had written Lincoln "Recommending, therefore, that the office of Vice Admiral should be created and the appointment conferred on Rear Admiral Farragut. I but respond, as I believe, to the voice and wishes of the Naval Service and of the whole Country". - Thus was Farragut made the first Vice Admiral in the nation's history as he had been its first Rear Admiral.

28

1865, Part 5 Naval Chronology

= 17 January 1865 = page 18 Pt 5 =

News of the Capture of Fort Fisher reached Washington; and talk of the Army-Navy success dominated President Lincoln's Cabinet meeting. Secretary Welles notes in his diary "the President was happy"

129 MC } ^{THE} SIMILAR, NOT AN EXACT DUPLICATE; some duplication
ALSO SOME DIFFERENCE See p 308 'Day By Day'

P26 Pt 5 = 24 January 1865 President Lincoln

dispatched Vice Admiral Farragut to the James River to investigate the withdrawal of the Union Squadron in the face of an offensive movement by Confederate forces.

over 129 MC

Continued March

Continued
1865 Volume 5 - Page 65 - 22 March
'Civil War Naval Chronology'

Continued 22 March 1865 (will be in the line
'Queen') bound for City Point' Lincoln was
headed for a conference with his top
Commanders.

24 March 1865
#5 page 65 President Lincoln visited General
Grant at City Point, Virginia,
arriving at the all important

water-supported supply base at 7 pm. On
board the steamer "River Queen", accompanied
by Mrs. Lincoln and son Tad, he was escorted
up the James River by ~~the USS~~ The USS
Sat, Lieut Commander John S. Barnes. ~~Butler~~
Gen Horace Porter, later recalled, -- "I loaned" Captain
Barnes my horse. Lt Commander Barnes USA
accompanied the President and General Grant
on a review of a part of the Army of the James
over over.

Continued including, Horace Porter's comment on Nunc
 officer riding horseback
 not comment note
 Captain Barnes USA as one of the Presidential
 Party was loaned a horse by General Porter. Gen
 Porter (and I quote) said (about Barnes and the
 horse).

Continued
 "Capt Barnes who Commanded the vessel which
 has escorted the President's steamer, was to be
 one of the party and I loaned him my horse.
 This was a favor which was usually accorded
 with some reluctance to Nunc Officers when they
 came ashore; for the men of the ocean at times
 tried to board the animal on the starboard side, and
 often roared in the saddle as if there was a heavy sea on, and
 if the horse, in the anxiety to rid himself of a sea-monster,
 tried to scrape his rider off by putting against the trees, the
 officer attributes the unseaman-like conduct of the animal
 entirely to the fact that his steering-gear had become ^{UNSHIPPED} ~~loose~~
 --- 430 This was the name officer Barnes who rode
 with Lincoln 24 March '65. note-Comment

g:- I like this comment on one of the Presidential
 Party - actually one whose position was -
 He has been very carefully chosen to do
 this escort-performance. He was instructed to
 "Look after the President" and to report back
 to Stanton. Sent

Part 5 March 1865

Part 5 page 69 (See Day By Day)
 [28 March 1865] on Board River Queen.
 This, apparently, is not included in Day By Day; see p. 323
 April 1-2 Mrs Lincoln returns to Washington
 on River Queen. (Day By Day claims "Monoharree")

The President embarked with Porter on Board the
 "Malvern". The bunk was too short for his
 length and he was compelled to fold his
 legs the first night but Porter's Carpenter

(Lt. Comdr Porter, USN) remodeled the Cabin on
 the ship and the second morning Lincoln
 appeared at Breakfast with the story
 that he had shrank "about six inches
 in length and about a foot sideways".
 During the evening of the second day the
 two sat on the upper deck listening
 to the artillery and musket fire ashore
 as General Grant's troops closed in on
 our.

Paul 5 April 1865

April Eleven 1865
Page 83 pt 5

See CW VIII page 397
Lincoln's last
proclamation concerning
the Army.

Rear Admiral Porter's flagship 'Tristram Shandy' Porter
at Baltimore, to, learned the President, had been shot.

114 April 1865

P86 Pt 5

The Admiral immediately
went to Washington,
where he learned that the
President had died. The reaction of the tough-
bitten - barometer reading to the news expressed
the grief of a National Porter who had bid the
President a merry farewell exactly one
week before at City Point, bowed his
head and wept. (Admiral Porter USN)

FINIS (30#)

